VOLUME IV NUMBER 22 "The Motorcycle Enthusiasts' Weekly Newspaper"

CYCLE NEWS

25¢
32 PAGES

AN UNCROWDED VIEW OF THE MOTORCYCLE SHOW SEE CENTER SPREAD

Photos by Dennis Greene

CYCLE NEWS NEWSPAPER
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, Playboys M.C. AMA sanc., pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy & Firestone Blvd.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE, Every Friday. Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

YOU'LL ALWAYS SEE IT FIRST IN CYCLE NEWS

EVERY SATURDAY NIGHT

SHORT TRACK RACING at Willows, Calif. AMA approved. Located at Hwy. 99E South of Chico, Calif. Racing begins at dusk.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SUNDAY, MAY 14-JUNE 20

LIGHTWEIGHT SHORT TRACK at County Fairgrounds., Monterey, Calif. AMA sanc., For info write: R&R Racing Enterprises, 1929 Del Monte Blvd., Seaside, Calif.

EVERY WEDNESDAY NIGHT

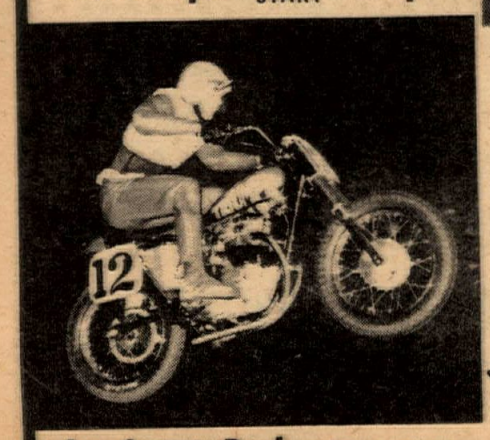
ACA SHORT TRACK at Orange County Speedway. 100cc, 250cc and 500cc bikes race for 40% of the gate. Gates open 6 p.m. with racing underway at 8 p.m. Go south on Santa Ana Fwy and take Laguna Canyon off ramp. Turn left on Placentia and continue to track site (about 2½ miles).

NEXT WEEK IN CYCLE NEWS

15-MILE NATIONAL, GREENHORN ENDURO ...and mucho more !

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.



FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

JUNE 9th, 10th & 11th.

1967 NORTHWEST CYCLE SHOW at Seattle Exhibition Center, Seattle, Wash. Awards, entertainment, commercial exhibits, club & private displays. Largest and only cycle show in the Northwest.

SATURDAY, JUNE 10th

BAKERSFIELD SPROCKETS SCRAMBLES All proceeds to Local Deaf Project. Kern Co. Practice begins at 7 p.m., racing starts 8:30 p.m. All classes. Located at bottom of China Grade loop, near Bakersfield. Signup 6:30 p.m. Refreshments available.

SUNDAY, JUNE 11th, 1967

15-MILE NATIONAL CHAMPIONSHIP at Louisville Downs, Ky. Practice will be held Saturday noon on and also on Sunday. Will be filmed for T.V. For additional information: J. Hutchinson BSA M.C. sales, 2752 7th St., Louisville, Ky. Phone: (502) 637-3324.

SPORTSMAN SCRAMBLES by San Rafael M.C. in San Rafael. All classes, Class "A" traction. Signup and practice 9 to 11 a.m., first race 12:30. $1.50 ride or watch. Located 2 miles north of Richmond/San Rafael Bridge. Take Francisco Blvd. cutoff, limed rest of way. For info. phone: (415) 456-0335.

TT SCRAMBLES at Elsinore, sponsored by San Pedro M.C. Point run. Heavyweight 8:30. Lightweight 12:30. Back to back with Perris Valley M.C. Bonus gift certificate for high points in class for combined results of both races.

TT SCRAMBLES at Mesa Speedway. Presented by Mesa M.C. Class C traction riqd. Practice 9 a.m., race noon. AMA sanc. $1.00 donation, entry $1.25. Located southeast of Brown Field, Otay Mesa. Road limed south of Chula Vista, Hwy 101 take Main

AFM NATIONAL ROAD RACE at Cotati Raceway. Trophies to all classes. Entry fee $8.00 GP, Prod. $3.00. Located 5 miles So of Santa Rosa on Hwy 101. Take Sebastopol/Guemeville turnoff.

TT SCRAMBLES at Bay Mare. Small bikes at 9:00 a.m., big bikes at noon. Take Ventura Fwy. to Moorpark Rd in Thousand Oaks, then north to Hwy. 118 and left to Balcome Canyon Rd. For further info call 642-8458 or 642-2158 evenings.

SUPER-EUROPEAN SCRAMBLES by So. Cal. M.C. Trail bikes run one hour. Separate course for Novices. Start: 8:00 a.m. all trail bikes; lightweight and big bike run 9:15 a.m. (Novices), 10:30 a.m. (Amateurs) and 11:45 a.m. (Experts). Limed from Hi-Vista store. Entry fee $3.25.

75-MILE LOS PADRES ENDURO for Trail Bikes, sponsored by Valley Trail Riders Ass. Location: Frazier Park, 55 mi. north of L.A. on Hwy. 99. Entry $2.00, post entry $3.00; send to VTRA, 24601 Arch St., Newhall, Calif. For info. phone: (805) 259-5350. Start of event: 9:00 a.m. Spark arresters license plates required.

SAT. & SUN. JUNE 10 & 11

HIGH SIERRA TOUR, presented by the Ace of Clubs, Los Angeles. No official start, finish at Lone Pine, Calif. 10 p.m., Friday June 9. Deadline 1 p.m. Saturday. Giant parade, field events, barbecue and Saturday night dance. Mail $2.50 entry fee to: 11402 Ragus St., La Puente, Calif. For info call 330-5042 or 442-4791.

MONDAY, JUNE 12th

REFEREE'S MEETING at 8 p.m. Delta Falcons clubhouse. Located corner Hwy 4 and Hillcrest Ave Antioch, Calif.

SATURDAY, JUNE 17th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SUNDAY, JUNE 18th.

TT STEEPLECHASE RACE, Capitol Speedway in West Sacramento. Novice, Amateur and Expert will run for 40% of the gate. AMA sanctioned. Practice at 3:30 pm, time trials at 5 pm., first race at 6 pm. Admission $2.00 for adults, $1.00 ages 12-16 & uniformed servicemen, under 12 free, free park.

SPORTSMAN ROAD RACES at Carlsbad Raceway. Sponsored by the Playboys M.C. Races for all classes of Grand Prix machines plus a production class for street lightweight. Pit gate opens at 9 a.m., closes at 11:30 a.m. Race time 1:30 p.m.

SCRAMBLES at Dehesa Speedway. AMA sanc. Signup at 9, racing at 12. Located 5 miles east of El Cajon out Jamacha Rd. All classes. $1.25 to ride. Approximately 3/8 mile TT course. Graded surface.

MOTO-CROSS presented by Groundshakers M.C. Start 9:30 a.m, practice 8:30. Limed from Sahara Ave. & Boulder Hwy. Las Vegas Nev. Entry $3.00 Desert Points. Be ready for mud and water. Donation tp cents. Riders free.

PACIFIC SO. WEST CHAMPIONSHIP HARE SCRAMBLES. Sidehack Assn. Classic. Entry $4.25. Four 28-mile loops. Food nearby 10 a.m. Le Mans start. All classes. located south on Hwy 395 of intersection of 395 and and Hwy 58, near Four Corners.

SCRAMBLES on the Pittsburg Go Kart Track. Promoted by Hi-Hats M.C. Located on Hwy 4 near Pittsburg, Calif. 1/4 mile east of Bailey Rd. Look for lime $1.50 ride or watch. Pits open 9 a.m., racing at noon. Entrants must comply with Dist. 36 and AMA rules. All classes. For info. phone 685—9148.

SUNDAY, JUNE 25th

AMA CLASS "C" HALF-MILE at Santa Clara County Fairgrounds in San Jose. Featuring Sam Arena Sweepstakes. Adults $2.50, children 6-12 yrs. $1.00. Free parking, covered grandstand. Located on Tully Road.

AFM NATIONAL ROAD RACE at Whiteman Air Park in Pacoima. All G.P. and Production classes and sidecars. Gates open 9 a.m. for tech inspection. First practice at noon, racing at 1:30 p.m. Admission $2.00. Entry fee $8.00 G.P. classes, $3.00 production classes.

FRIDAY, JUNE 30th

5-MILE NATIONAL at Tulare, California. All Novice program and time trials for Amateurs & Experts competing in 5-Mile Championship.

SATURDAY, JULY 1st

5-MILE NATIONAL at Tulare, California. Amateurs and Experts only. Half-mile dirt oval. Come and see your favorites battle.

SATURDAY, JULY 1st

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

MOVING???...

Second class mail is NOT forwardable. Send us your new address as soon as possible, so you won't miss an issue.

Attach here old address label from CYCLE NEWS

NAME:

NEW ADDRESS:

CITY:

STATE: ZIP:

(Be sure and include Zip code.)

Allow two weeks for address change.

COTATI ROAD RACES

★ AFM sanctioned ★

★ TROPHIES ★

★ ALL CLASSES ★

★ THIS SUNDAY ★

JUNE 11th

★ WELCOME SIDECARS ★

Practice - 9:30 a.m.
Sign in - 8:00 a.m.
Races - 1:00 p.m.

DIRECTIONS:
Located 5 miles So. of Santa Rosa on Hwy 101. Take Sebastopol/Guerneville turnoff. Track is on frontage road along side Hwy 101.

SUNDAY, JULY 2nd

SCRAMBLES SCHOOL - First monthly scrambles academy at Elsinore Race Track, off Hwy 71 near Town of Elsinore, Calif. Instructors: Jim Hunter (Dist 37 -1) and John Rice. Asst. Inst. Monte Darling. Mgr. Bob Braverman. Classes begin 9 a.m. sharp, to 5 p.m. Bring helmet, leather jacket, boots and scooter. Folding pegs req. scrambles gearing, class C traction. gloves optional. Tuition $10.

AFM NATIONAL ROAD RACE $1500 purse for GP and sidecars at Sacramento Fairgrounds. Sportsman Prod. classes. Ptractice on Saturday, July 1 ?8¾7⊕ affiliate license req. (AFM, ACA etc.) AFM numbers req. For info contact AFM (415) 342–3712 in No. Calif. or (213) 762–9875 in So. Calif.

MON DAY, JULY 3rd

AFM INDEPENDENCE DAY PART - in conjunction with the 4th Annual U.S. Prod. machine Championships. At the Casa Rosa Motel. Entire Motel available. Make reservations at 1540 Ocean Ave., San Francisco.

TUESDAY, JULY 4th

4th ANNUAL U.S. PRODUCTION MACHINE CHAMPIONSHIPS. "Cotati 250". 250 mile street machine road race. AFM sanc. Two riders req. per entry. Pit stop equipment mandatory. Classes, 125cc through 1300cc. Also special "Tiddler 25" 25 mile Champ. for 100cc and under. AFM prod. rules aply.

OLD FASHIONED HILL CLIMB presented by Veterans of Foreign Wars. Located at Irvine Ranch property in Orange County. For details contact Fred Devenney at 536-0353 or 545-7985.

SATURDAY, JULY 8th

30-LAP NATIONAL CHAMPIONSHIP at Castle Rock Fairgrounds, Washington. $6,000 purse, presented by Mt. St. Helens M.C. Time 8 p.m. Time trials and Novice event Friday night at 8 p.m.

SATURDAY, JULY 22nd

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SATURDAY, AUGUST 5th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 13th

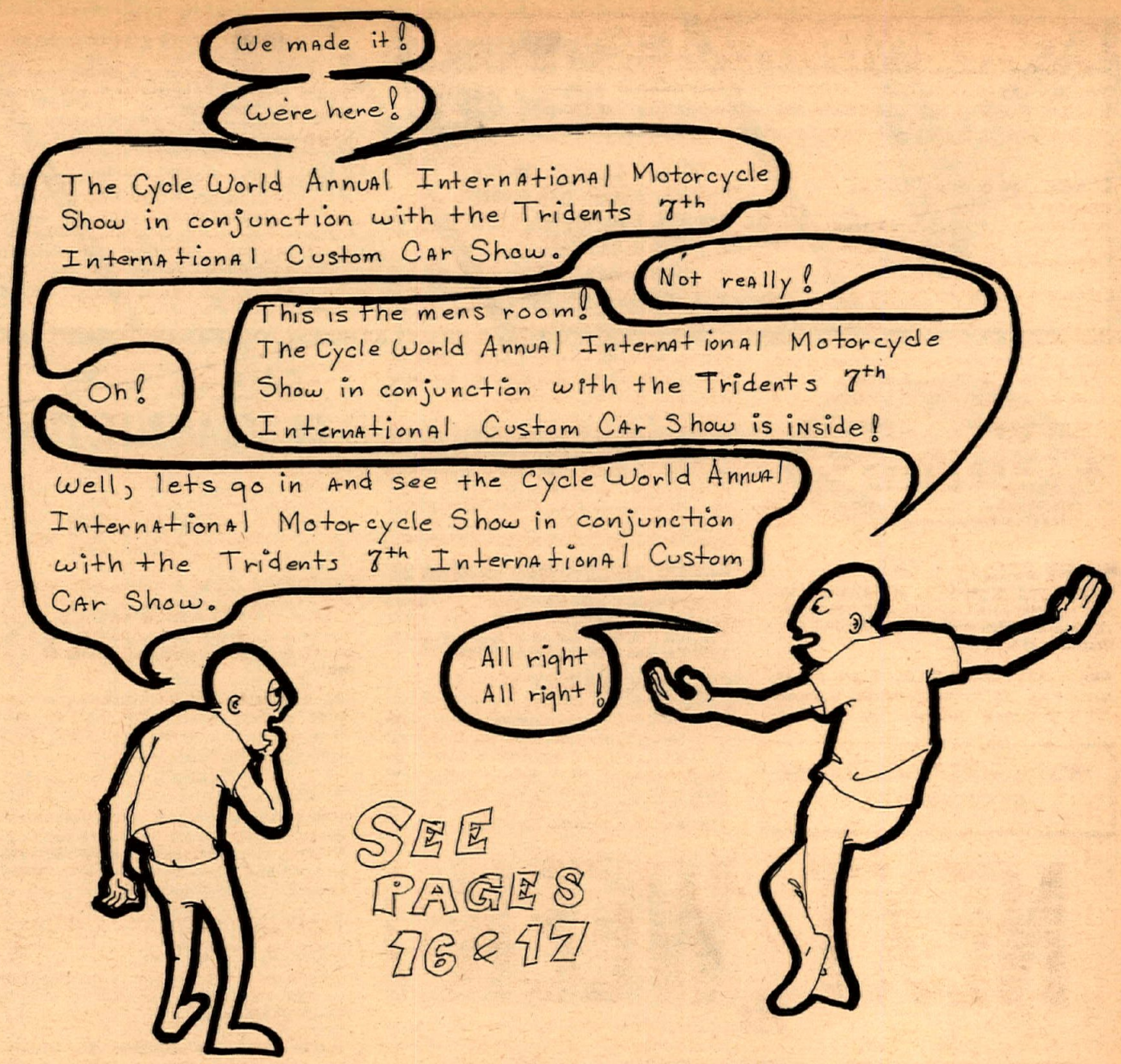
BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

SATURDAY, AUGUST 19th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

June 11	½ mile	Shelbyville, Indiana
July 1	Short Track (nite)	Ridgetop, Tenn.
July 2	½ mile Indiana State Champ.,	Princeton, Indiana
July 2	T.T.	Wabash, Indiana
July 4	½ mile	Rockport, Indiana
July 22	½ mile (nite)	Converse, Indiana
Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana



SEE PAGES 16 & 17

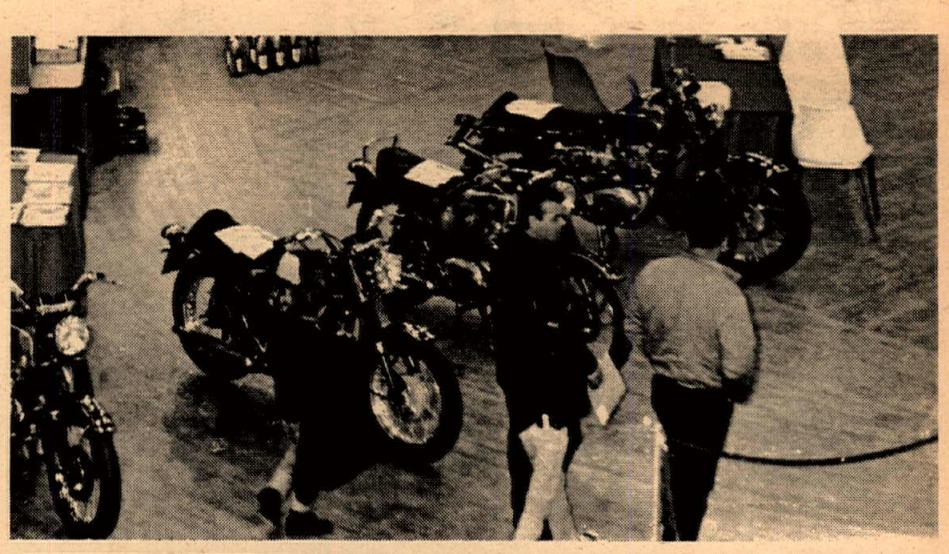
1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

June	10	San Gabriel T.T.
	24	San Gabriel T.T.
July	1	Ascot T.T.
	8	San Gabriel T.T.
	21	Ascot Nov. T.T. (Natl. Qual.)
	22	Ascot 50 Lap T.T. National
Aug.	5	Ascot T.T.
	12	San Gabriel T.T.
	26	San Gabriel T.T.
Sept.	2	Ascot T.T.
	8	Ascot Nov. ½ Mile (Natl. Qual.)
	9	Ascot 8 Mile National
	23	San Gabriel T.T.
	30	San Gabriel T.T.
Oct.	7	Ascot T.T.
	28	San Gabriel T.T.
Nov.	4	Ascot T.T.
	10	Ascot ½ Mile (final)

WESTERN NATIONAL CALENDAR

July	1	5 Mile, Tulare
	8	30 Lap T.T., Castle Rock
	16	20 Mile, Portland
	22	50 Lap T.T., Ascot Park
Sept.	9	8 Mile, Ascot Park
	17	25 Mile, Sacramento
	24	75 Mile Road Race, Carlsbad

Entries close 21 days in advance. Post entry $25. Write *early* for each National to: A.M.A.
P.O.Box 231
Worthington, Ohio 43085

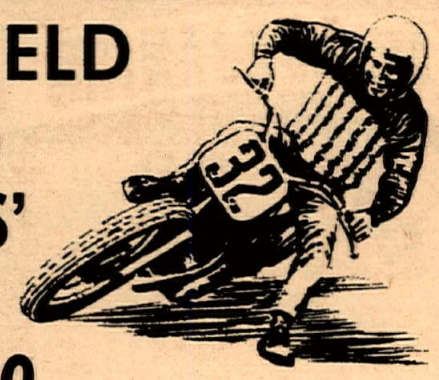


HEY DEALERS !

Cycle News Display Racks Are Now Available !

Whew! At long last Cycle News has managed to get enough newspaper display racks so that every one of our dealers may have one. Now your showroom too can stand tall with Cycle News. The neat-looking chrome plated wire display rack holds up to 25 copies and features the "mod-art" motorcycle rider saying "Buy it here!" Quantity production now lowers the at-cost price to only $1.50 per rack, with no charge for the point-of-sale display card. To order a Cycle News display rack for counter or wall, first you have to be a Cycle News dealer, then just call up or drop a note in the mail saying "please send me a rack already!" And you know what? We will!

BAKERSFIELD SPROCKETS 'SCRAMBLES'



SAT- JUNE 10

SIGN UP 6:30 PM

1st RACE 8:30 PM PRACTICE 7-8:15 PM

ALL PROCEEDS TO LOCAL DEAF PROJECT - KERN COUNTY

ALL CLASSES

AT SPROCKETS PARK

located at the bottom of China Grade Loop, near Bakersfield

REFRESHMENTS AVAILABLE

You'll always see it FIRST in CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
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Voices

Need Sunday Racers

We've had a considerable number of requests from people who have wanted to attend our road racing school, but were unable to attend on Saturday. Walt James has agreed to let us use the track on Sunday, providing at least 15 students show up. Sunday is his big day and it is certainly nice of him to offer the track to us. However, to insure an adequate turnout, all those interested please call ahead of time and let me know how many of you plan to make it. The first Sunday session will be Sunday, June 18th. Unless we get the minimum 15 students, we'll have to continue to hold the classes on Saturday. Give me a call (213) 785-2421.

BOB BRAVERMAN
Road Racing School

MOTOR MAID RUN

Thank you for your advertisement of our McFarland Run.

We had a nice large crowd with approximately 20 clubs represented. Our parade was well attended by all cyclists present. The towns people thoroughly enjoyed the drill performance by the Ace of Clubs.

The children had quite a day trying to keep up with the two clowns as they tossed candy and balloons from their mini-bikes.

Our sweepstake was won by Sandy McKinney of Los Alamitos.

The field events were managed by the husbands of the Motor Maids. They had all new games and they were enjoyed by all that entered and by the spectators, also.

Oh yes, a percentage of this run goes to the Childrens Hospital in Los Angeles.

IVALINE TENNEY
State Director of
So. Calif. Motor Maids
Bellflower, Calif.

APPROVES CREEPER'S ACTION

Congratulations to the Desert Creepers Motorcycle Club for doing something besides talking about the cheating going on in the desert. A lot of the cheating is being done by members of some of the oldest big name clubs in desert racing. How proud can a rider be of points and trophies stolen from friends and fellow riders? Maybe it is the stolen glory they are after. They even cheat at the non-point Ponderosa runs. You know you can buy your own trophies cheaper than you can race. Several of the top riders have expressed the opinion "What the hell's the use of racing when you have to pass the same rider two or three times in the same race." I think it is great that one of the newer clubs is doing something the older clubs, so proud of their reputations, are not doing, namely cleaning themselves up.

DICK GILMAN
President, Victors Motorcycle Club

TRUE MEANING OF SPORTSMANSHIP

Yes, R. Stumpf, I know what a sportsman is. For being a sportsman it did not allow me to be able to finish the Victors run. Between checks 5 and 6, I picked up a rider whose bike broke down and packed him in for about 20 miles to the finish line.

And as to getting a flat tire or having engine trouble, I allow myself 3 hours. Some of the riders get there the day before. And what about the riders that came down from Red Bluff, I bet that they allowed themselves more than a half hour of lee way.

BILL A. ZAREMBA
Dynamites
OBC

SADDELITES DRILL TEAM AT SPRING TOUR

In your last issue you asked for all road riders to send snapshots and letters of their fun on the run.

The enclosed photos are an example of our fun on the run. The pictures are of the Santa Maria Sad-

dlelites drill team. We are busy practicing for upcoming parades.

Our first parade this year is the La Fiesta parade in San Luis Obispo. Then we will compete for trophies in Lompoc, Salvang, also in our own Elks Rodeo parade here in Santa Maria.

STAN SKINNER
Santa Maria

ATTENTION 60cc CLASS

Mr. Sprayberry:

If I remember correctly, when your super speed Sprayberry came to District 37, he didn't do too hot. Even though you said you had engine trouble the bike ran fairly well. As for your engine trouble you had, you said your wrist pin needle bearings went out. Well, I was just thinking, that in a 55cc Yamaha, you don't have needle bearings. The only way you could have needle bearings, would be to run a bigger rod. I'm not the one to point a finger or anything, but something is awfully fishy.

About us 50cc riders coming up there, well I'm not too sure, because you guys don't run a 50cc class.

A LIGHTWEIGHT RIDER

THE RUMOR MILL

Would you believe...

...that any illegal motorcycles running on the Ascot half-mile will be protested?

* * * * * * * * * * * * * * * * * * * *

...that there are a lot of Northern California girls racing with phony names?

* * * * * * * * * * * * * * * * * * * *

...that an Elsinore lightweight rider has been nicknamed "The Midnight Maruder?"

* * * * * * * * * * * * * * * * * * * *

...that your CYCLE NEWS editor believes that Al Gunter will figure prominently in the half-mile points race as the season progresses?

GALS vs. GUYS IN SCRAMBLES, TT's?

Women and men are becoming more equal all the time. In every field, from business to politics to sports to art, the ladies have shown time and again that there is little difference between the sexes.

Vive La Difference!

But now the girls are asking for the chance to compete in scrambles on an equal basis with their male counterparts. Not in separate powder-puff races, mind you, but in the heats, Semis and Main Events, just like the fellows do.

Debbie Jackline, Sue Buchanan, Rusty Grant and Susan Clark, are four girls who protest the scramblers' discrimination against their gender. "Even kids under 15 years old get treated the same as the men." Susan points out. But the girls are allowed no practice. They are limited to 100cc bikes, no matter what their skill, in District 36 where Susan rides.

The question of responsibility usually is raised whenever the girl's demands come up. No promoter or official wishes to incur the blame if one of the girl scramblers get hurt. Miss Clark answers, "We feel that the responsibility for what happens to us is ours. If we have the

Photo by Dale McKinnon

A case in point: Susan Clark.

capability of building and tuning our own motorcycles and prove we can handle it in races, why shouldn't we be allowed to take chances like everybody else?"

Against such logic most males would mumble something about "a man's sport," or "racers aren't polite on the track." But Susan might just smile, Giacondalike, without admitting that some girls have already disguised themselves as boys and survived more than a few mixed scrambles.

In the desert, road races, trials, enduros, etc, of course, women are encouraged to try and beat the men and they are allowed to compete on a purely equal basis. Professional and scrambles races, so far as we know, are the only motorcycle events which bar or segregate the women. Women are not even allowed in the pits at many professional races. Whether girls ever get to let their hair down and compete in these events will depend to a large extent upon the all-male rulemakers and race officials, and upon whether the men riders would stand for it. We'd like to know what readers think about this.

* * * * * * * * * * * * * * * * * * * *

...That President Taft's military aide-de-camp, Army Maj. William Nichols, is laid up in his room at the Maryland Retirement Hotel here with a broken leg. Nichols, 91, was hurt on his motorcycle, coming home from a dance.

* * * * * * * * * * * * * * * * * * * *

...That Big Jim Goldsmith, almost legendary cycle racing star, will make a comeback at Trojan Speedway?

By Chuck Clayton

SCRAMBLES ACADEMY SLATED FOR JULY 4

Bob Braverman, Tom Paschal, Jim Hunter and John Rice got together with Cycle News at the show last weekend and hammered out plans for the first regular Scrambles School. Mr. Braverman will manage the school, Jim and John will be instructors and Paschal's Elsinore Race Track will serve as the campus. Next Open Sunday, the fourth of July, will be the date, and the classes will begin at 9 a.m. To get to Elsinore, take Hwy. 71 east past the Perris turnoff and look for the race track sign on the left, near the city of Elsinore.

John R. and Jim Hunter were chosen for the first instructors because of their acknowledged mastery of the art of California TT-scrambling. I know from personal experience that both men are competent and patient teachers. When they tell you something, you know it's right.

Classes will be held every Open Sunday from now on. The session will last all day and tuition will be $10. per student, per day.

Students are urged to contact Cycle News by letter or phone to register, although post registration will be accepted at the track up until 9 a.m. July 4th. Bring your own scrambler, boots, helmet and leathers or heavy clothing. Any size machine will be acceptable, but it must have scrambles gearing, road equipment removed, folding footpegs and no knobby tires.

For further information write or call to Cycle News, and watch these pages for future announcements.

WHO CAN HELP US NOW?

California's youth will soon be struck by a hurtful blow unless we can persuade state lawmakers to amend a bill coming before the assembly.

Assembly Bill 978, if it passes, would require kids who want a motorcycle operator's permit to get a drivers license first.

And there is a new law, just passed, that requires a course in driver education to get a car drivers license at age 16. Kids who were not fortunate enough to attend high schools which offer "Driver Ed." will thus be draft-age before they can turn in their pedal bikes.

The biggest injustice that would be enacted if AB 978 passes unamended would be the giant crop of 16 and 17-year-olds in California. The child of today matures much sooner than past generations. Today's 16-year-old has outgrown the bicycle stage. He wants, and in this state he *needs* private motor transportation before he or she is out of high school.

Requiring kids to wait two more years before driving legally will place more of a burden upon them and their parents than the average family can stand.

I think the law should let people apply for a motorcycle learner's permit at 15½ and a license at age 16. That's how it has been, and that's how it should remain. AB 978 contains many good provisions, but the part requiring a car license before applying for a motorcycle license is not good. It should be deleted.

If readers want to prevent this injustice, they should write to their state representatives and ask them what is the best procedure to follow to get AB 978 amended before it is passed into law. There is still time to straighten this out if you act now.

CLARK COPS SAN JOSE MEMORIAL DAY RACE

Photo & Story by William Clark

The San Jose East Side M.C. event on Memorial Day at Halls Ranch saw over 240 riders entered. The hill course was used and was in excellent condition.

The Bultaco supremacy in the 200cc class was badly shaken when Jerry Clark of San Jose rode a Bridgestone 175 to a very impressive win. Jerry has been jousting with the new cycle in the District 36 area tracks. It was not until this event that the right combination came about to turn 3 prior wins into a Main Event victory for Jerry.

The Bridgestone is shown leading through the very tricky switchbacks heading down the hill of the ranch course.

Home Hardware:— Hard-won, but beautiful, says Gary Nixon, Champion Daytona 200 Triumph Rider, to Denis McCormack, President of the Triumph Corporation, who presents him with a handsome engraved silver dinner tray. At left is Tuner, Cliff Guild, recipient of a silver goblet, Earl Miller, General Manager, and Rod Coates, Service Manager, the latter holding an engraved silver ice-bucket for Buddy Elmore, runner-up to Nixon on another Triumph Tiger

ATASCADERO RAMBLERS TT SCRAMBLES

by Cliff Boswell

A small but enthusiastic crowd of racing fans was on hand Saturday and Sunday (May 27-28) to witness the first running of the Atascadero Ramblers TT Scrambles at the Paso Robles Fairgrounds. A good number of riders were present from Bakersfield, Ventura, Salinas, Monterey, San Luis Obispo, Atascadero, Paso Robles.

A favorite local rider, Joe Brown, won the featured Open Expert event on a BSA.

(Results on page 20)

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BUCO's 'FRESH LOOK'

The Big Machine Boys (and girls, too), as well as the light bikers, all will find something to like in the looks of Buco's new spring accessories. Personal apparel and cycle equipment share the spotlight, as Buco releases its new 1967 cycle catalog.

Beige Leather Shirt

In the apparel vein, Buco has a sharp, new leather riding shirt in supple steer hide. It is smartly tailored in an attractive beige color for a snug, smooth fit. With snap button collar and zipper closures, it is double stitched, sports two pockets, and is fully lined in nylon. It sells for just $39.95.

For the bike itself, Buco introduces sleek styling, eye-pleasing and functional, in its brand new Tran-Sport cycle bags. Compact in appearance, they boast interior capacity capable of accommodating most valuables, including the Buco half-jet helmets. Valuables have lock and key protection in the waterproof Tran-Sport bags — available in either black or white Bucoron plastic. Special, close-fitting mounting brackets for most popular cycle makes and models are included. The price is also $39.95 a pair.

Also new is the new 18 inch, Grand Sportshield, of extra-heavy, clear plastic. Its curved contours and outline make it complementary to a wide range of cycle models, including Yamaha, Suzuki, Honda, BSA, BMW, Triumph, and other makes with 7/8" handlebars. 22 inch version is also available.

For your own copy of the new 1967 Cycle Accessory Catalog, simply write to Buco Products, 21220 West Eight Mile Road, Southfield, Michigan 48075.

Here's the new distinctive Tran-Sport cycle bags from Buco. You'll find enough carrying capacity for most valuables, including small helmets. They're compact looking, snug fitting, weatherproof and lockable.

BIKEMAN ELECTED DIRECTOR OF EXEC. ASSN.

Don J. Brown, 37, Director of Operations for U.S. Suzuki Motor Corporation, Santa Fe Springs, California was recently elected to the Board of Directors of the Sales and Marketing Executives Association of Los Angeles (SMEALA). Brown takes up his new post June 14.

Brown is the first member representing the motorcycle industry to be elected to the Association's Board.

The Sales and Marketing Executives Association of Los Angeles is the largest chapter of SME National, comprising more than 650 key executives representing a wide range of industries.

SME National is also affiliated with SME International with member chapters in literally all of the free countries of the World.

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SKIP WINS ASCOT 'JUMPER'

It was a two rider show most of the way in the Expert division between Van Leeuwen and Haaby. They first squared off against each other in the heat race with the Dutchman the winner.

The heat was by far the fastest of the night so both Van Leeuwen and Haaby transferred to the Trophy Dash along with heat race winners, the two Eddie's, Mulder and Wirth. Wirth came from last place to pull the surprise of the night.

It looked like Mulder's night in the final in the early laps but up came Skip to grab the lead, right after Eddie Wirth fell off. Eddie got to his feet twice and again fell down before he walked off the track under his own power.

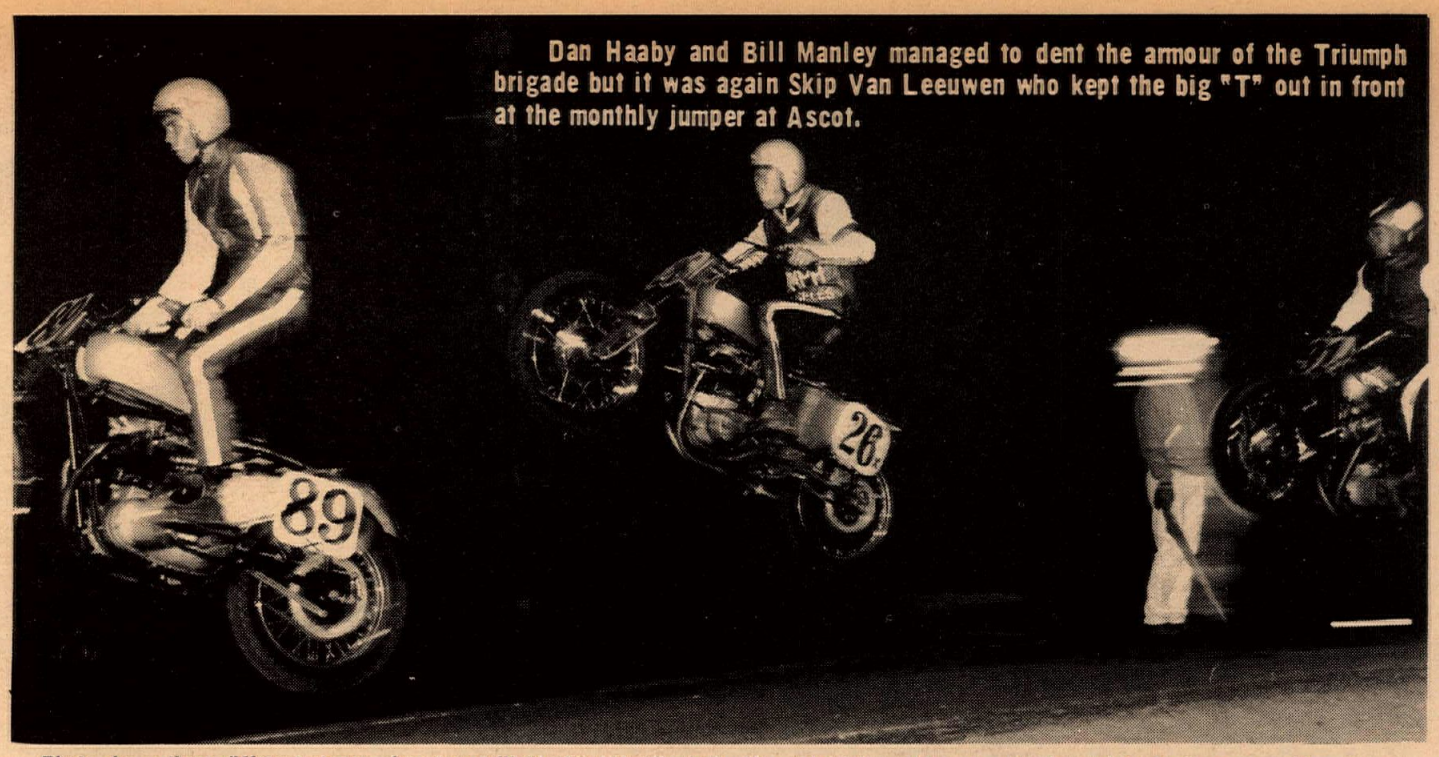
Van Leeuwen Express

Van Leeuwen then did the leading with Haaby doing the chasing — all the way to the finish. Mulder had to ride full out to hold off Dusty Coppage for third. Manley was a solid fifth place with Clyde Litch just beating Ralph White across the line for sixth. Litch ran out of gas as he took the checkered flag!

Mechanical trouble is the only thing that kept Jimmy Odom out of the Friday night half mile winner's circle so revenge was taken out on the Amateur field on Saturday night in the ten lap Final. It was another runaway for Odom and his Triumph with Larry Wilburn and Cannaday doing the honors for second and third. Odom now has won the last two Ascot TT's and the last two half-miles he has competed in.

Baker, the only Montesa rider in the twelve-man Novice Final, made easy work of the first year class and won with room to spare. In the heat race, he took the measure of overall District point leader, John Riggen and Bob Ferro.

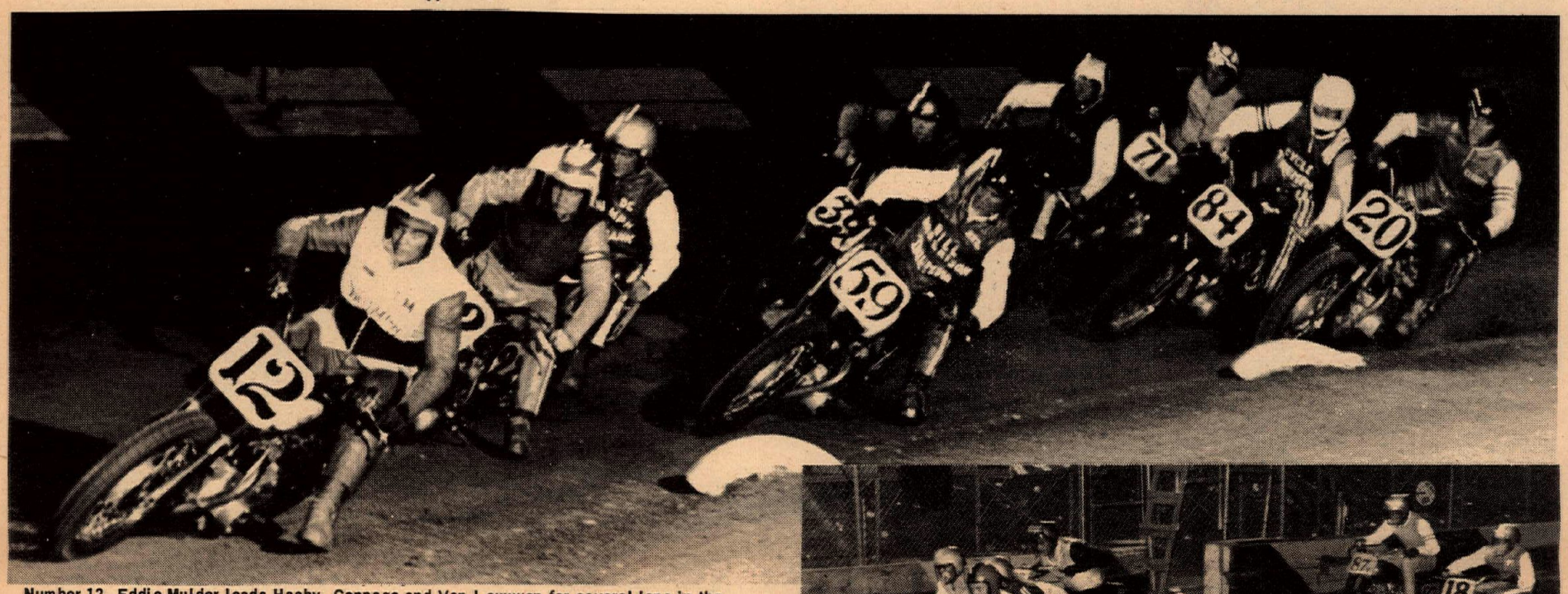
(Results on page 20)



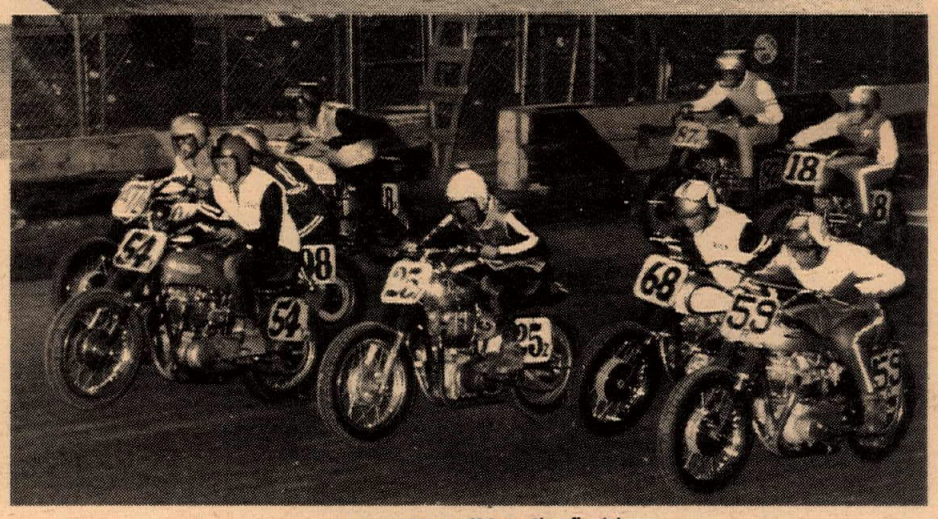
Dan Haaby and Bill Manley managed to dent the armour of the Triumph brigade but it was again Skip Van Leeuwen who kept the big "T" out in front at the monthly jumper at Ascot.

Photos by Dennis Greene

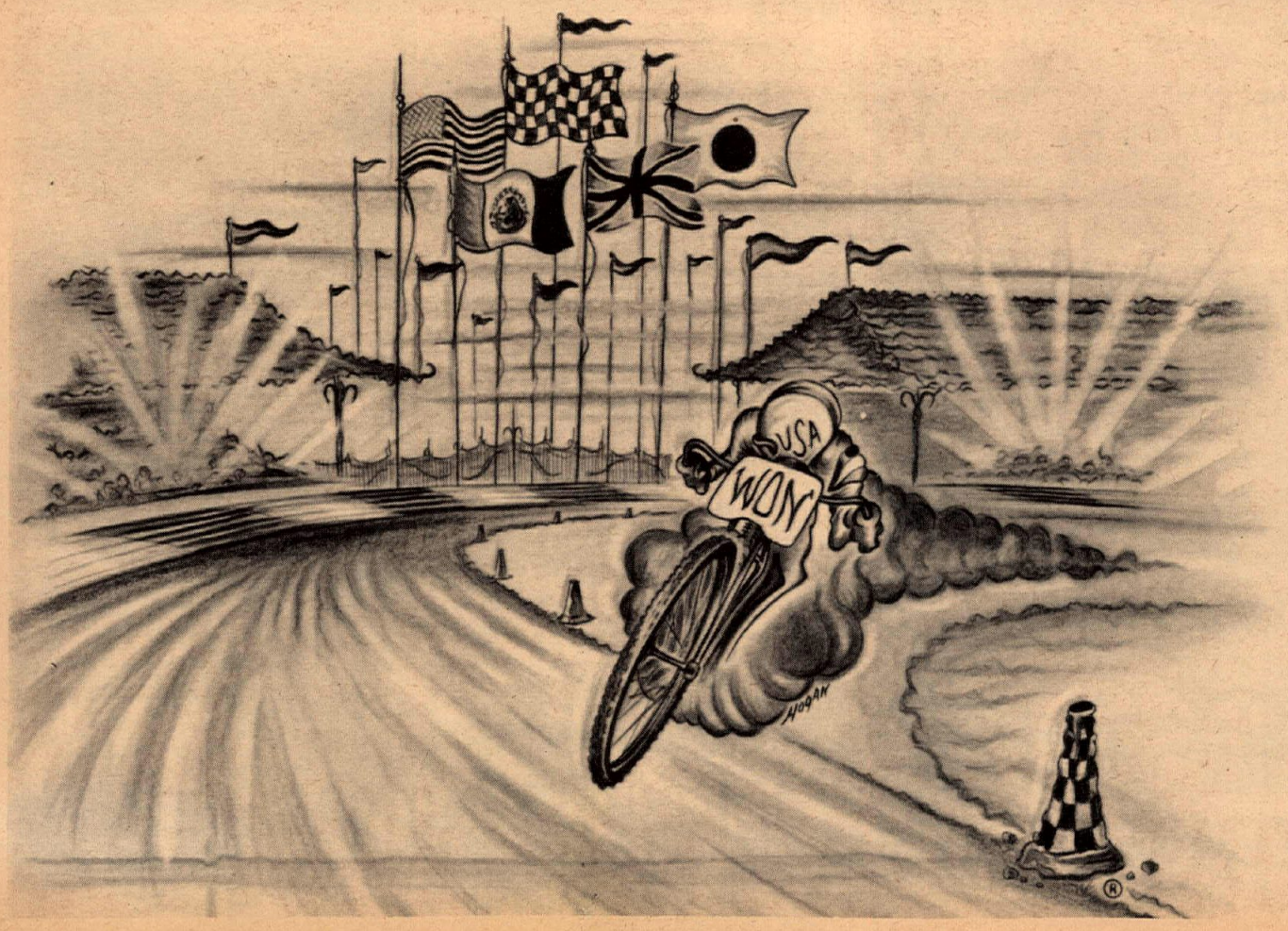
Photo shows three different stages of an Ascot flight with Mike Konle landing, Rich Thorwaldsen in mid-air, and Dusty Coppage making the approach.



Number 12, Eddie Mulder leads Haaby, Coppage and Van Leuuwen for several laps in the Expert final.



Amateurs blast off into the first turn.



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NEXT WEEK: Pronto Via Rides Again. The Latin champion will join Charger in practice.

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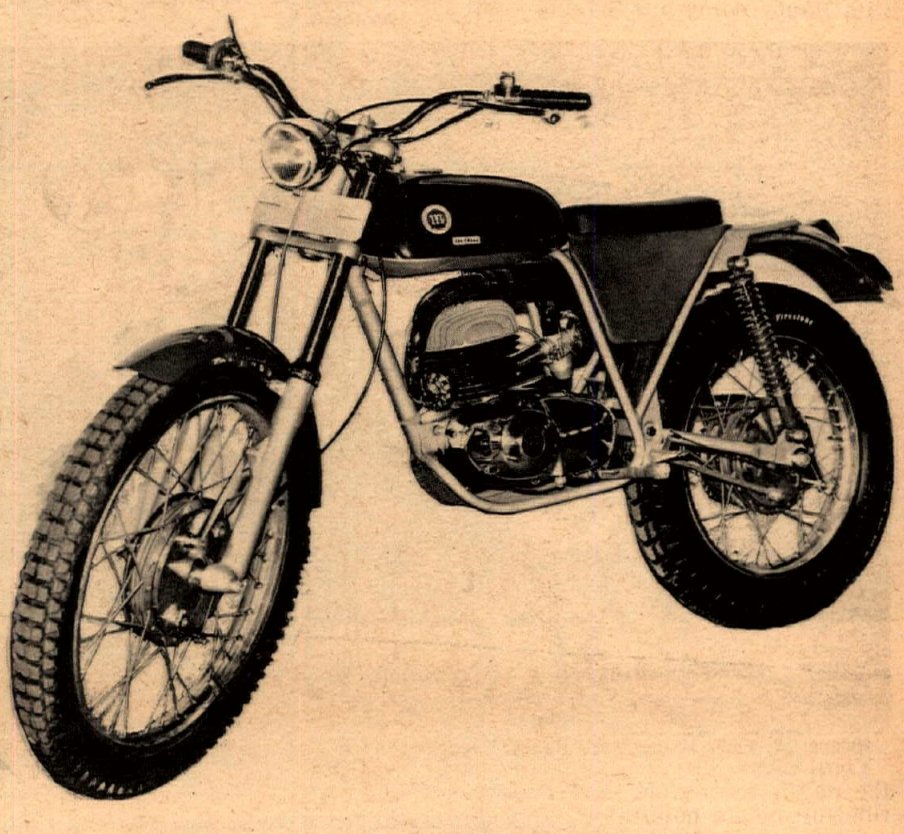

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MUDDERS IN THE RAIN

Story and photos by John Ramos

Comic relief was provided for several hundred riders and spectators during a rainy afternoon of scrambling in the mud at Lodi. To claim that the surface was slick would be an understatement...it was like riding on glass on which oil had been poured.

Riders charged down the straightaway only to spin and go back the way they came. Even the referee, trying to cross the track, fell flat on his rear. When he tried to get up, he promptly fell on his face. One of the riders had to crawl across the finish line on all fours ... it was too slick to walk.

Jim Odom, half-mile and TT star, proved that he could wing it in the mud also and slithered off with the Open Expert trophy. He was unofficially crowned "King of the Mudders" at the end of the day.

Others who slushed themselves to first place were Dennis Robertson (60cc class), Henry Robertson (175cc class), Lance Anderson (200cc class), Ronald Davies (350cc Novice,) Jim Saitone (500cc Amateur), Cliff Spair (250cc Novice), Jim Saitone (250 Amateur) and Art Zimmerman (250 Expert.)

(Results on page 20)

This rider looks as if he would crawl a mile for a trophy. Ground was so slick that it was nearly impossible to pick up a machine once it was down.

Jeanne McGill from Stockton, Calif. was the only person not covered with mud, but who cares anyway?

Look ma, no feet on the pegs!

Above: Racer grabs the "Bul" by his horns and wrestles him down. Below: Referee completed not one, but two ungraceful landings.

SUZUKI UNVEILS MID-YEAR MODELS

Only one month after taking the wraps off the T-200 Invader, U.S. Suzuki has announced the addition of three more motorcycles to their rapidly growing line.

The first of these is a street scrambler version of the Invader, designated the TC-200 Stingray. The model features upswept exhaust pipes, a five-speed transmission, a carburetion system that compensates for altitude changes, dirt tires, and twin leading shoe front brakes.

Also soon to be delivered to dealers are a new rotary valve 100cc lightweight, the A-100 "Charger" and a corresponding scrambler version, the A-100s "Sierra." Both motorcycles share the same engine, which is said to produce 9.5 horsepower at 7,500 rpm with a top speed of around 65-70 mph. Common to both models is also Suzuki "Posi-Force" oil injection and a four-speed gearbox. As with the 200cc range, the major difference between street and scrambler version is an upswept exhaust system and dirt traction.

MODEL A-100 "CHARGER"

Looking at the exciting new A-100, one can see its championship heritage. It is visible in the rotary valve engine, oversize brakes, Suzuki Posi-Force oil injection and in its stunning appearance. All these add up to the most exciting new sportscycle on the market today — the Suzuki A-100.

MODEL AS-100 "SIERRA"

In the beautiful setting of a quiet harbor, the exciting new AS-100 Suzuki shows off its good looks. Available in three striking colors, red, blue, and black, this 100cc single is destined to set new records in the United States and wherever else it ventures. When looking for the new and interesting in sportcycling... look to Suzuki.

MODEL TC200 "STINGRAY"

The exciting Suzuki TC-200 "Stingray" has a twin cylinder engine that produces 23 horsepower at 7,500 rpm, Posi-Force oil system, twin leading shoe front brake and a five speed transmission. All that can be said about this machine can be summed up with "Solo Suzuki and See".

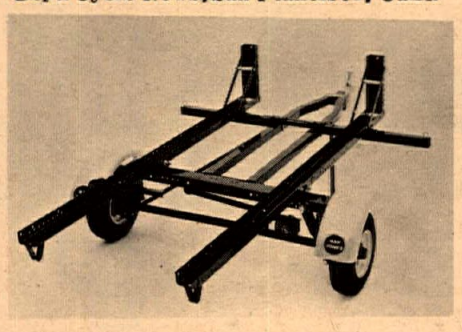
HAP JONES NEW CYCLE TRAILER

The Hap Jones Distributing Company has announced that it will market a trailer to carry motorcycles.

The cycle carrier, manufactured in the U.S., is available with either two or three runners to handle up to three machines. Standard equipment includes tie down chains; two tail, directional and stop lights; hydraulic shock absorbers; and 8" wheels.

For easy loading, the 56" runners unlock and tilt down so the cycles can be rolled on and off.

Address inquiries to the Hap Jones Distributing Company, 2 Clinton Park, Dept. Cycle News, San Francisco, Calif.



NEW METAL POLISH CONTAINS ELBOW GREASE

Life is never dull around our house any more since we brought home a can of Nevr-Dull, distributed by one of our advertisers. Whenever TV gets boring, we whip out to the garage and polish one of the cycles. With "the magic wadding polish," what used to be a chore is now a treat!

The stuff really shines aluminum. It's the easiest way we've found to bring it up looking like chrome, even if it's dull to begin with. For wiping off baked-on oil and road film. Nevr-Dull has no peer. Seems the cotton wadding in a can contains a powerful solvent along with its polish, so that everything gummy is dissolved in its wake. We'd also say it's ideal for polishing chrome, since the wadding contains no abrasive that we could detect. It dries to a light powder, which you just wipe off. You use the cotton wadding over and over, keeping it stored in the can. For $1.25 you can't afford to be without it. Send the price to Box 347, Bell, California and order a can. You can say Cycle News recommends it.

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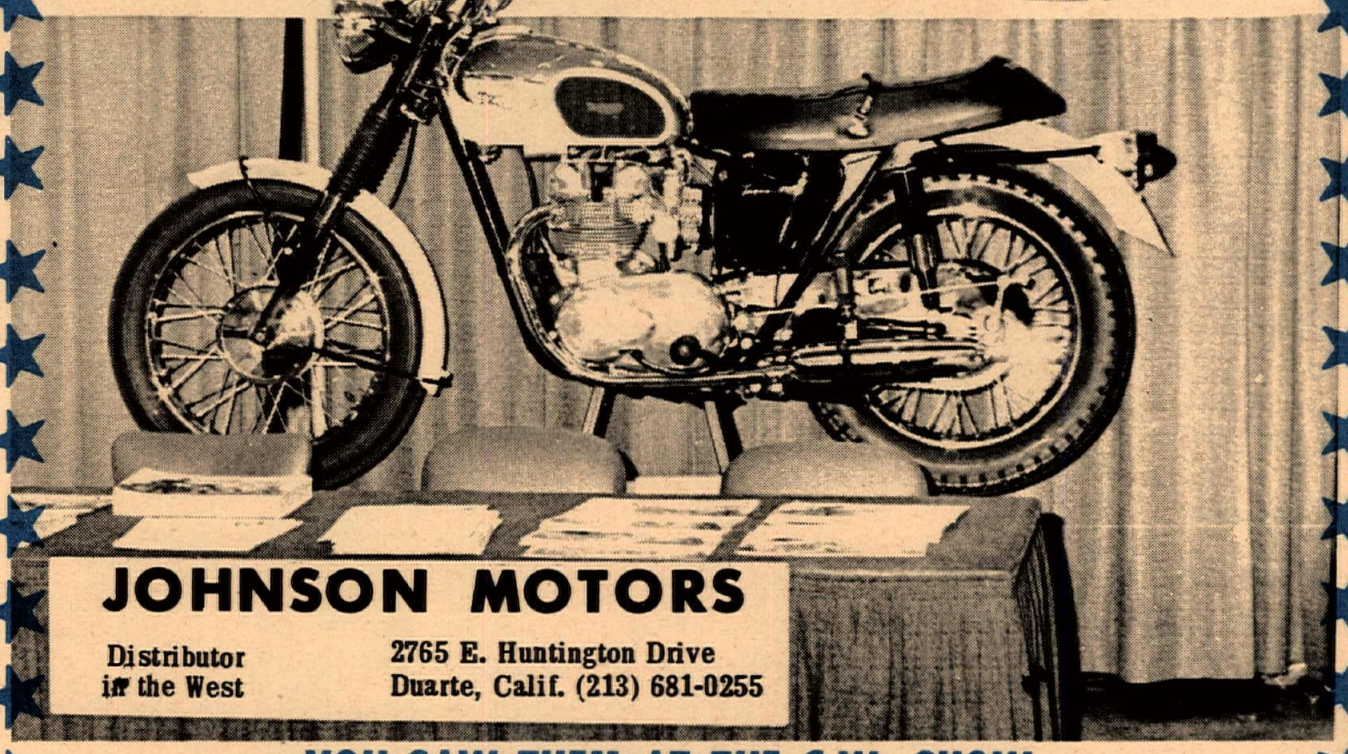

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NOR-CAL ACTION

Story & Photos by Steve Griffith

This weekend has been a busy one for Professional racers and fans in NorCal, with 5 races in 4 days. The first race was held Friday night at Vallejo Speedway. On Saturday night there were two races; one a half miler at Tulare, the other a quarter mile at Antioch. Monterey was the location of the action on Sunday afternoon.

Vallejo

The combination of good weather and broomwork made the track especially conducive to fast and competitive racing. However, in the third Novice heat, Trophy Dash and Main Event, this did not hold. These events were walked off with Bill Jamison. Bill, one of the top riders in this district was riding a Suzuki. Bill Lyons, back riding after a three months rest because of bike trouble, won his heat by a good lead. Other heat winners were Ken Boyer, and Dick Naish. The two riders also placed second and third, respectively, in the Novice Main. Novice Semi winners Duane Scott, 149y and Eddie Short, 130z.

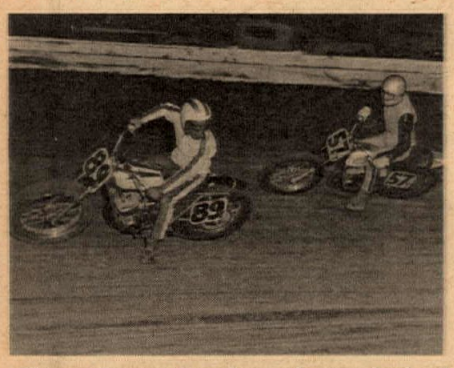
Novices mix it up at Vallejo.

The Amateur and Expert heats and Semis as well as the Main Event had a bit more action. Heat winners were Dwane Francisco, John Hall and Mike Yarn.

The next races at Vallejo will be June 23, on the 1/5 mile track.

Antioch

Novices, Amateurs and Experts performed together on the short track to put on an event with plenty of thrills and spills. The riders who competed are among the top short trackers in N. Calif. Jim Foley kept the spectators on their feet during the heat race, when he and Dwane Francisco dueled for most of the 6 laps. Dwane finally got his chance — and he really had to turn up the wick — to take the lead to win. Jim really proved to be a Novice to watch as he placed first in the second Semi. Other Semi winners were Rick Hardmeyer and Rich Faria. Rich Faria, along with two others got off during the A Main. Jim Foley and John Hall also took a close look at the track during the B Main. The Main Event winners were Bill Lyons, B Main; and Dwane Francisco, A Main.



Winner Dwane Francisco glances back at second place rider Ken Weakley.

Monterey

Something new for motorcycle fans was the order of the day on Sunday at Monterey. R&R Enterprises engaged a local rock band to liven up the races. The "Soul Survivors" as they call themselves, played before the races and during the intermission.

It was obvious, because of the number of out of District riders that some riders were really making a weekend of the races. There was plenty of action and the dirt was thrown high into the air. Gus Lauer, back racing again grabbed the lead to win his heat. He was also fastest qualifier with a time of 10:71. Mike Yarn, Carl Cranke and Ken Weakley were the winners of the other heat races. Cranke has seriously studied Gus Lauer's style and it showed. The way he has used his knowledge has helped make him a top notch rider. It also helped him to leave Gus and the other riders in the Trophy Dash, as he won it going away! The winners of the Semis were Tony Williams and Danny Davies. The winners of the Mains were B Main, Dave Smith, and the A Main went to Gus Lauer.

Dave Bostrom roars around the outside of the pack to try for a first place he didn't quite get.

CAPITOL STEEPLECHASE

Story and Photos by Dale McKinnon

Jim Odom took all the honors at the first Capitol race last Sunday night by winning heat, Trophy Dash and Main Event.

Due to the weather the track wasn't in top condition but nobody complained much and none of the 80 or 90 riders left.

The only mishap occurred when Frank Hall got his foot caught in the wheel of Mark Brelsford's bike. It happened in the Novice Main and it took them several minutes to free his foot.

Dash Time

Mike Brelsford won the Novice Trophy Dash after shaking off a valiant effort by Carl Cranke on a CZ which just didn't have it.

Hardmeyer grabbed a quick lead in the Am-Ex. Dash and gave it all he had but Odom mounted a last effort charge and took the win by a narrow margin.

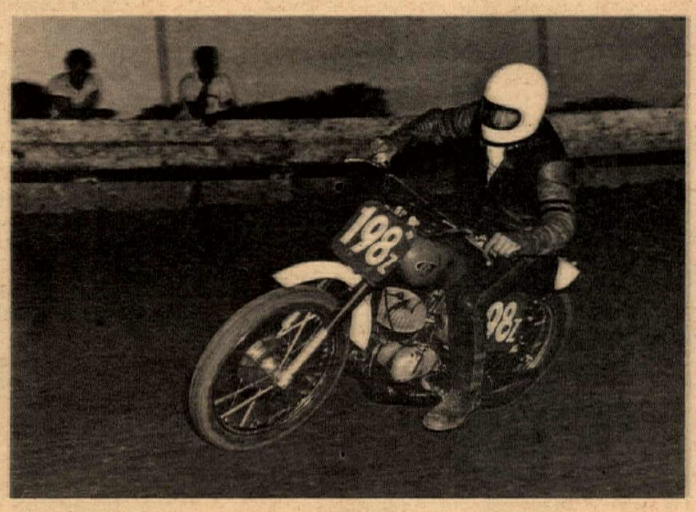
Carl Cranke got off the line first in the Novice Main with Mark Brelsford right on his tail. Mark tried to pass Carl but hit his back wheel and fell. Bruce Anderson and Jim Casey moved up, and they battled between themselves with Bruce finally getting him after a terrific fight.

Bill (Biscuits) Verbiscio grabbed a momentary lead in the Am-Ex. Main but Jim Odom slipped by to take the lead. Dave Bostrom, Rich Hardmeyer and Biscuits saw fit to battle the rest of the way. Dave, after much hard riding, gaining on Rich and got close to him several times. They crossed the finish line in this order: Jim Odom first, Davy Bostrom, Rich Hardmeyer and Bill Verbiscio.

The four or five hundred people stayed until the end because each race was good, close and had a certain amount of suspense. The riders put on a great show even though the track wasn't perfect, I sure am looking forward to the next one, it ought to be better and faster.

TELL THEM YOU SAW IT IN CYCLE NEWS

Terry Graham steers Triumph through the air.



Carl Cranke, winner of the Novice Main on a CZ.

John Fry gets away from it all and tries for a soft landing.

Continued on p. 28

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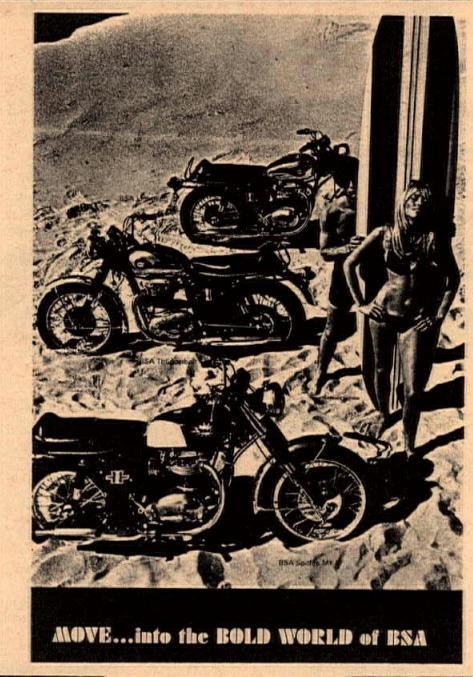

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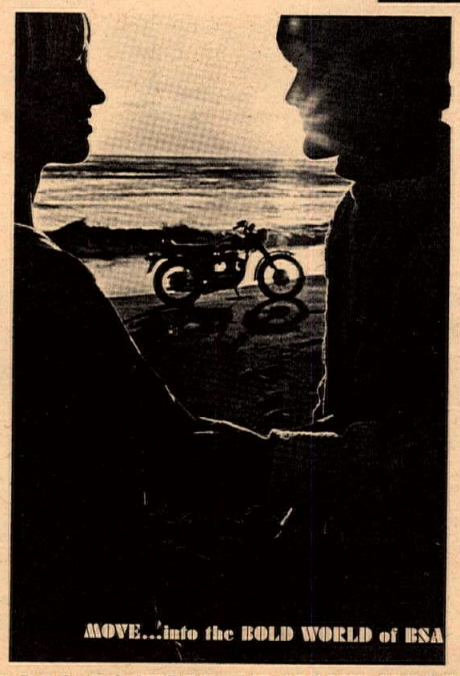

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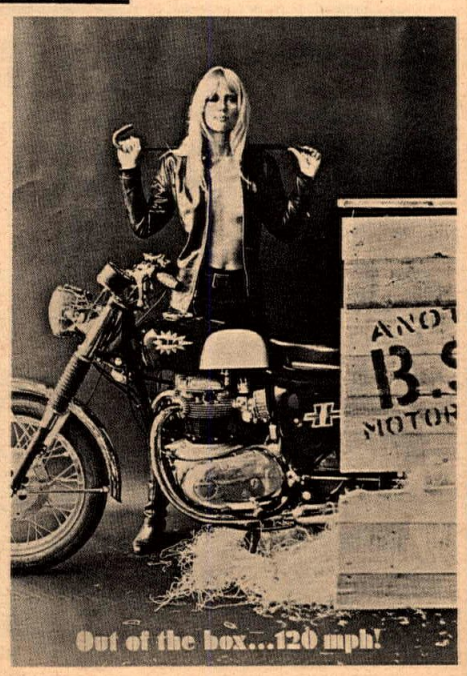

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TRACKERS SHORT TRACK

Story & Photos by Dale McKinnon

The Sacramento Trackers held their first short track race of the season at Lincoln on May 27th. 50 to 60 riders showed up to put on the show but there weren't too many spectators to enjoy it, must of been because it was unusually cold.

Susan Clark and Debbie Jackline started off the festivities off a bang. Susan got off to a quick lead only to lose it about midway and had to follow Debbie over the finish line in the heat. Her luck turned though in the Main as Susan took off again only this time she led all the way and Debbie couldn't catch her.

There were three 100 Novice heats. Rick Smith took the first one after a tussle with Charles Manley and his brother Ron Smith took the next one after a little discussion with Hugh Toby and James Childress. Toby held James back several laps but had to let James take second. Joe Henry showed them around in the third heat. In the Main Ron and Rick Smith took off like crazy and toured the track several times wheel to wheel. Then Ron pulled away to let Rick hold back Ron Long. Up came Childress again from way back into second place only to go down.

The 175 was pretty close with Jerry Baugh keeping the lead until last lap. In the Main Roger Oliver showed his heels to everyone and won rather easily.

George Roche showed the troops the way around in the 200cc Novice heat but missed the call in the Main and got a sportsmanship trophy for starting last and doing pretty well

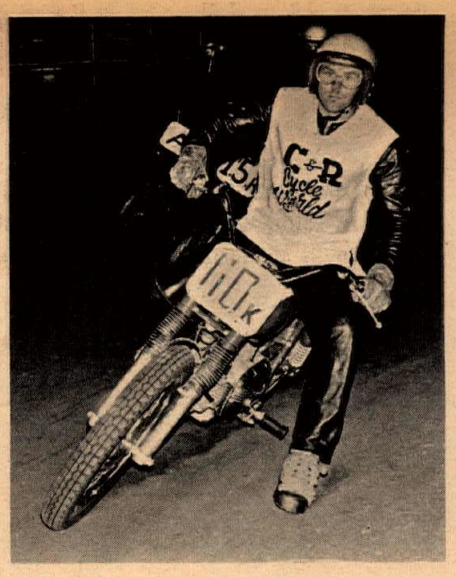
In the Main Dan Toby won after he came from the back of the pack to nose out Mike Norbstrom.

Ray Vatne took off like his Harley was on fire and lead the first 250 Novice heat all the way. In the second heat it was pretty much the same way with Dick Lewis on a Bultaco. In the Main it was a toss up as to who would win, Ray or Dick, as they dueled wheel-to-wheel most of the way. But it was the Harley's night with Ray aboard.

Several riders went down in the 250 Amateur heat. Mark Tarula and J.R. Hackley played tag then switched the lead several times during the heat but in the Main four or five riders tried real hard for the lead. Gerald Henderson finally won but Bill Krill had to really fight for second which Larry Chadwick didn't want to give up.

One of the riders got a little anxious in the 250 Expert heat and they had to restart. Carl Cranke took the lead the second time with Tim Fitzgerald in pursuit but Carl proved to be too much for him. In the Main Tim, got the jump on Carl but it was short lived as Carl came charging by. It was a real close race though, and if Tim had of been a little smoother he might have made it.

(Results on page 20)



Ray Vatne, winner of the 250 Novice Main on a H-D.

Carl Cranke cranks it on.

Jim Peck and Gary Willis battle it out for second place in the 200 Amateur Main.

No mystery rider is number x, George Roche. He won first in the 200 Novice heat.

Earl Grant and Joe Henry have at it in 100 Novice Main.

Ray Vatne receives first place trophy from Cyndee Hellewell.

****

ANNUAL FORT SUTTER SHORT TRACK

Photos & Story by Dale McKinnon

The Fort Sutter Motorcycle Club held their annual short track race at the Fair Grounds in Sacramento last week. The riders had a special inducement to put on a good show and ride to win because Miss Sacramento County, Cyndee Hellewell, was there to present the trophies.

Spellbound Crowd

Forty to fifty riders held a crowd of 250 to 300, spellbound as they slipped and slid around a short, short, flat track and amazed them with skill and daring. In some instances, the handle-bars would be dragging the ground as they laid into the turns.

Joe Henery took off like crazy and led from start to finish but Sparky Pinola was right on his tail while James Cable and Ken Wood were fighting it out for third place. The next 100cc heat started with a bang in that Earl Grant got off the line first only to have Corkey Corcoran take it away from him in the first turn. Try as he would Earl couldn't get the lead back. He just didn't have that little extra something, until the last lap when he and Corky hit the finish line together, we're not sure who got the nod— it was that close. Paul Minor showed the troops around in the next heat, and Rick Smith, James Childress and Duke Ellington were having their own little race, to see who could out-do the other for the rest of the places.

Precision Riding

Ray Vatne and Bill Dixon put on a precision riding display in the 250 Novice heat, neither one really having the better of it. In the Main it was the same story: wheel-to-wheel, lap after lap. First one would gain a little, then the other, until about the last lap or so when Ray and his HD pulled ahead.

Ralph Gutierrez started off like he really had the 250 Am-Ex. heat sewed up but Carl Cranke and his rigid frame Cub had other ideas. Carl would lay it down in the turns with his handle bars touching. One would swear he was going down, but he never did.

The only 100 Novice Semi, Hugh Toby won but had trouble in the Main and could do no better than third after a short battle with Corky and Spark. Earl Grant got off first in the Main but had to give in to Joe Henery.

Paul Minor won the 100 Am-Ex. Main after being pushed real hard by Rick Smith and Rick Whiteacre. Toward the end James Childress came charging from the back of the pack but could do no better than second.

(Results on page 21)

GRAHAM MEMORIAL CLASSIC

Story and Photos by Vic Ebbutt

Emil Ahola, National Number 80 and number one rider in the United States in 1965, was without any doubt the outstanding rider of the day in the 31st Annual Memorial Day Classic run at Graham Speedway.

Graham Speedways played host to 3120 spectators and 147 of the finest riders in the Northwest of this May 30th race to the tune of a $1440 purse.

Ahola Trounces Best in West

Ahola outperformed such stars as Dusty Coppage of California, Sonny Burres of Portland, number one rider in TT point standings in the nation as of this date, and National Number one rider in TT point standings in the nation as of this date, and National Numbers 67 Glen Adams of Portland, 62 Dick Taylor of Kirkland (1964 high point rider in the United States), and Don McLeod, 1965 Novice champion, now riding Expert.

The racing was marred by only one serious crash. In the sweeper turn at the end of the straightaway, on the first lap of the Amateur "A" Main, six of the twelve motorcycles in the heat mixed in a spectacular series of collisions. While no one was seriously hurt, rising young star Mark Williams of Cottage Grove, Oregon, was sidelined for the remainder of the day.

Matchless is Peerless

In the 15-lap Main Event, Ahola on his Matchless led from start to finish with Dave Clarke of Seattle, riding a Harley-Davidson and finishing second, giving him no serious trouble. Sonny Burres of Portland was nearly a half lap behind Ahola in placing third on his Triumph. Fourth was Dick Jagow of Portland, also aboard a Triumph. The huge perpetual trophy, presented to Ahola as winner of the race, brought cheers from the fans and a gleam to the eyes of the recipient.

Oregon and British Columbia were both well represented in the race as was Eastern Washington. Gary Boyce, Amateur class, and Rick Dean in the Novice class, came from Aspen, Colorado, to compete.

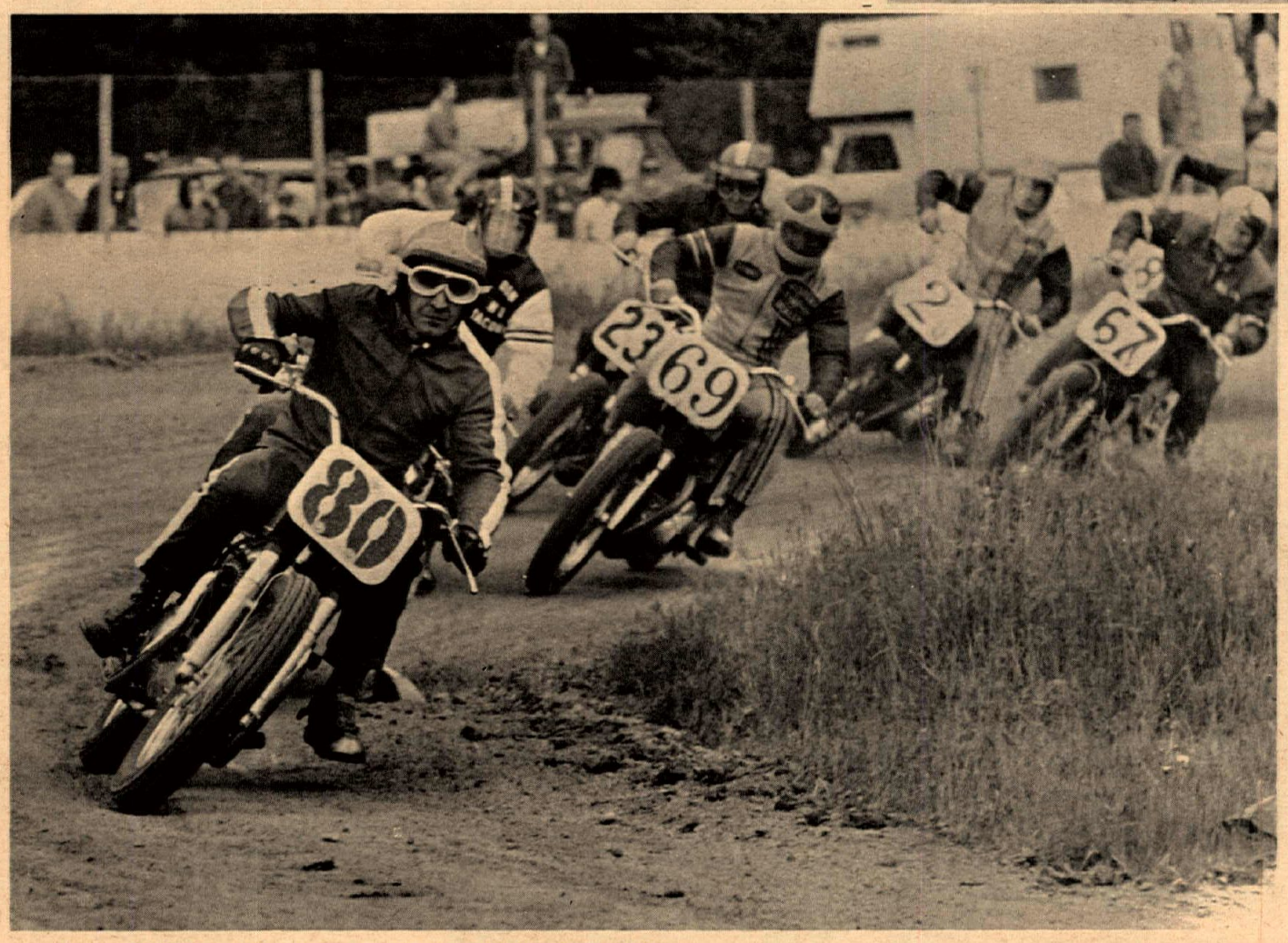
The addition of about $3000 worth of clay and uncounted hours of hard labor has turned this track from a semi-gravel pit into a first class TT track. The Tacoma Motorcycle Club, sponsor of the annual classic, is to be commended for their contribution to professional racing in this area.

Rain Dance & Prayers

The threat of rain, which of course is ridiculous in the Tacoma area, was held off all afternoon by the combined rain dances of this correspondent and prayers every thirty minutes. However, due to this threat, the Expert heats were run first, then the Novice and finally the Amateurs. Next came the Trophy dashes with the beautiful trophies presented by Mary Lynn Nelson of Graham, Washington. The Main events were run in the same order.

(Results on page 20)

Above: Sonny Burres, Portland, on the Triumph which won him the Graham Memorial Classic. Below: Rising young Novices Dale Silvey (131) and Curt Skene dig out of a corner.



Emil Ahola holds off the best in the West during Expert Main.

Southern Californian Dusty Coppage earns some extra money doing wheelies for the crowd.

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FROM THE ANDES TO THE SIERRAS BY SCOOTER

THE ADVENTURES OF AL AND ROSIE SAVOROSO FLORES

Last week we welcomed two travelers from Lima, Peru, Mr. and Mrs. Alberto and Rosario Flores Savoroso. Alberto and his wife are taking notes on the customs and idiosyncrasies of the countries they travel through. When they return to Peru, some time in December, Alberto will write a dissertation of his travels for his Doctorate in Law.

Already a graduate lawyer at 22, Alberto found it hard to get clients because of his youth. Rather than waste time growing older, he devised this trip and got the professors at Lima to accept it as his doctoral studies research.

Scooter Replaces Stork?

En route, Rosario, whom the doctors had pronounced unable to have children, got pregnant. She grew more pregnant as the trip progressed and doctors predicted she would miscarry whether she continued on the scooter or not. So Rosario and Alberto rode on, she astride the bumpy pillion of an overloaded Lambretta and in a Texas maternity ward she gave birth to the healthiest baby boy you ever saw. Rosario is sure that the scooter ride cured something that the doctors couldn't, but Alberto remains skeptical of that.

Faced with their unexpected blessing, the couple lucked into a friend who was flying to Lima and prevailed upon him to take the baby, whom they named Americo in honor of her birthplace, home to her aunt. Free once again to pursue their studies, the couple headed west, generating publicity in the newspapers of nearly every town they passed through.

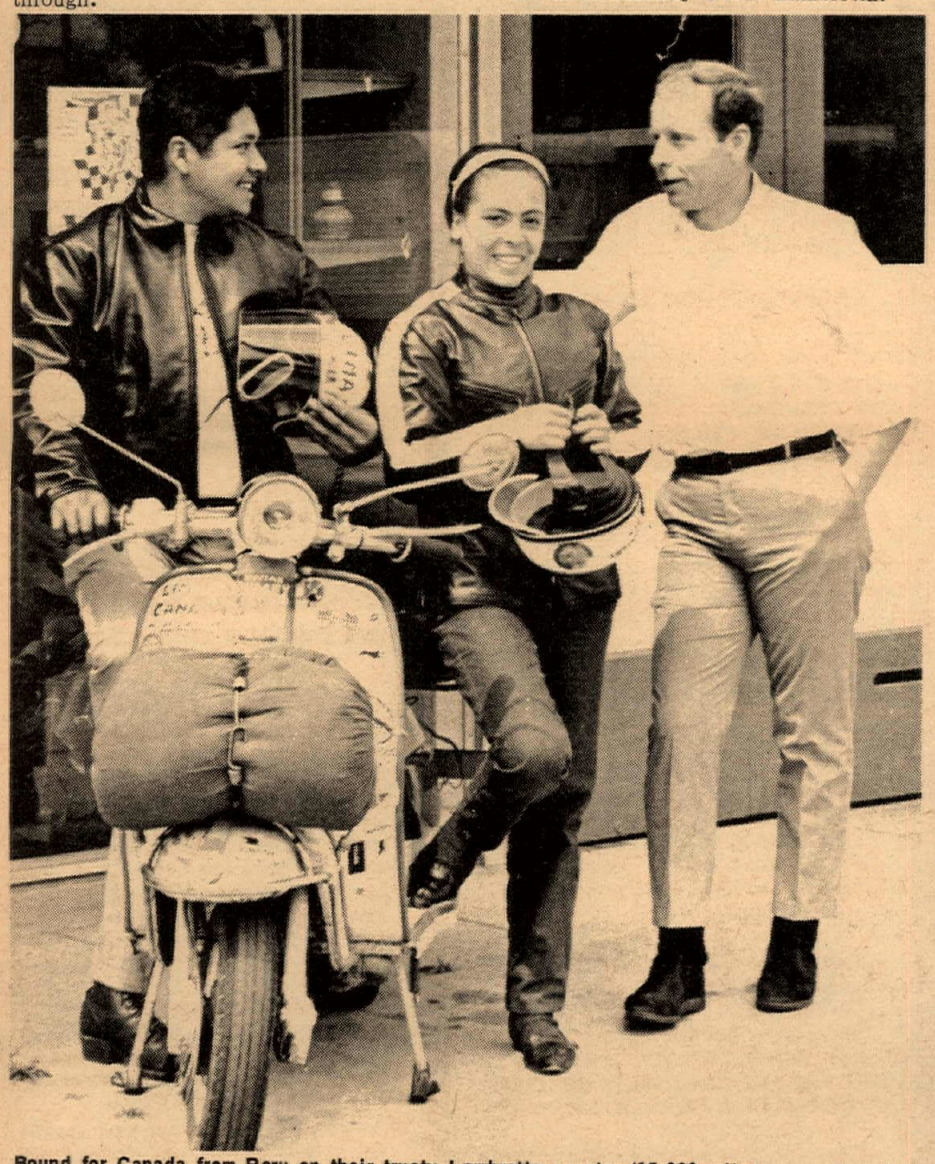
had to drag Alberto away while the operation was being performed, but we assured him that geniuses need privacy and that was that.

Tuned & Ready to Go

And so, with scooter repaired and credit cards in hand, the young travelers headed North to Canada. Then they'll go east to New England, where they face the problem of getting to Europe with their Lambretta. They are not allowed to work while they are in the States, and the money from home is running low. Perhaps time will run out before they accomplish their goal of riding around the world on their scooter, but they should have collected plenty of idiosyncracies by that time.

Good Neighbors

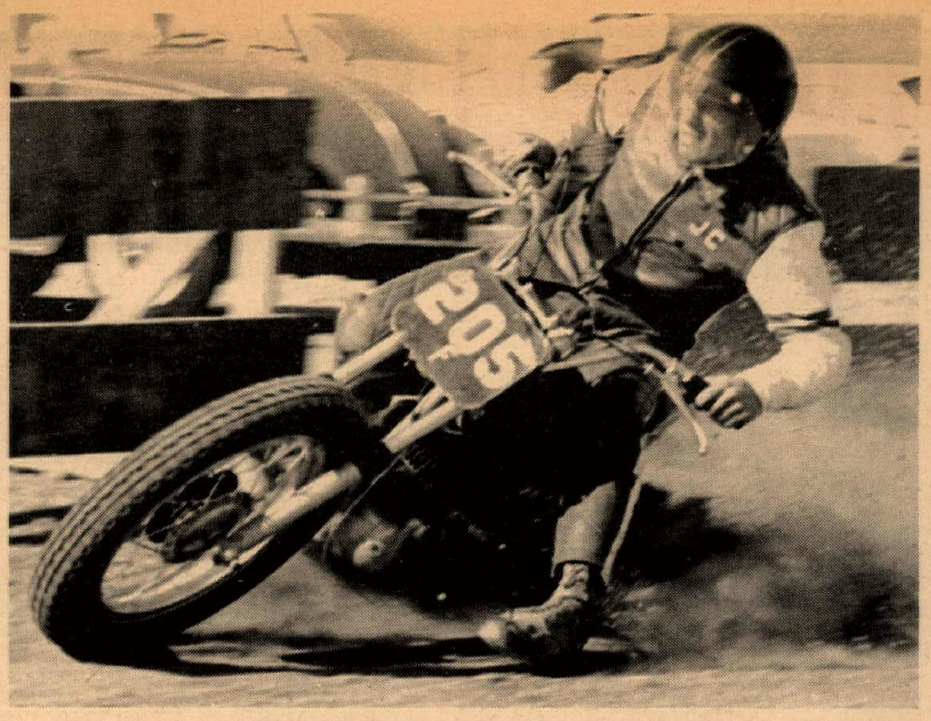
California Lambretta's service genius lived up to his billing, for when he got through with the scooter a whole binful of parts that had been hashed up by primitive mechanics along the 15,000 miles the scooter had come lay discarded and were replaced by new space-age components, skillfully installed. All this was donated by Calif. Lambretta.



Bound for Canada from Peru on their trusty Lambretta scooter (15,000 miles covered so far).

In Los Angeles the travelers were guests of Cycle News while their scooter was checked out by California Lambretta's ace checker-outer, a former racing tuner named Gil. Alberto feared that Gil's racing knowledge alone was not sufficient to cope with the intricacies of the Lambretta innards, but we assured him that racing tuners make the best all-around mechanics and from the sound of his scooter he needed one. We

In their travels the couple has been supplied with parts by the national distributors, Goodyear dealers provide the tires and they are treated to gas by Mobil. Since they had no oil sponsor, we put in a call to Sta-lube and they sponsored a case of their best two-stroke oil. The Bates people gave the couple a pair of nice leather jackets to replace their cloth ones.



Bultaco man comes precariously close to the rail.

RICHMOND SCRAMBLES

Story and Photos by John Ramos

The Berkeley Marina played host to some 3,000 spectators and 225 riders May 21st, for a scrambles, sponsored by the Richmond M.C. It was a well organized affair and had all the hoopla associated with it that one would find at a Marina festival. It was the first scrambles that I have ever seen that you could come to via motorcycle, car, boat, airplane, water skis, helicopter and kite. The only thing missing was anybody arriving on the race course decked out with scuba diving gear.

Most exciting race of the afternoon, of course, was the 650cc Expert Main. The lead was taken by Triumph riding Dave Faria who slid and slid and slid all the way up to the checkered flag. Second was taken by Larry Davidson, also on a Triumph while third went to Ray Vowell.

Brave and Gutsy

Although the racing was close and exciting in nearly all of the classes represented, the 100cc Amateur race was one for brave and gutsy people. It pitted three of the fastest Amateurs in the North against each other and wowee, what a race it was!

After two restarts, it was the Sargenti Brothers (better know as the Hodaka Brothers) running side by side clear up until the finish line when Stinkie finally edged out Jack. Third was Harry Dring on a Moto Beta that really hauls.

They were running lap times on all the races and it is hard to believe that the time difference between the 650 Experts and 100cc Amateurs was only three tenths of a second!

Everyone who attended loved the show and several of the riders were see going around and inquiring about the time the next race would we run.

(Results on page 20)

Linda Rogers on one of the new Moto Beta scramblers.

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DRAG RACING

By Bob Ebeling

Triumph owner and rider, Ralph Pohl, is burning incense before the altar of the god who protects drag racers.

As the fuel burning Triumph reached 120 miles per hour during Irwindales time trials, the front forks jarred into a series of lock-to-lock wobbles that reduced the bike's speed to 111 mph at the lights and continued to de-celerate as it shook itself as though it wanted to be rid of the rider.

To Play A Melody

Ralph was violently pitched — first off the machine to the right and then back to the left — his left foot was caught in some moving mass of linkage and stripped of its protective shoe and then his toes attempted to play a melody on the taut spokes of the rear wheel. Valiantly he fought to gain control and suddenly the machine straightened as though a greater power had reached down and set everything straight as it should be. The machine was halted safely and its rider returned to the cycle pits somewhat resembling a color swatch of egg white paint.

Later in the evening eliminations for Top Fuel, Ralph Pohl secured the rider services of Don Harris and the bike was ridden to Top Fuel victory turning 11.60 — 120.64.

Jr. Fuel

Al Gonzenbach is challenging all comers for supremacy and defeating his purpose all in one day's racing by shutting them down and setting elapsed times, like this week's 12.37 at a speed of 111.00 mph. Al's streamlined fairing which covers three quarters of his 350cc Honda is one of the most appealing machines at Irwindale.

Jr. Street

If you take all of the bikes in legal street condition below 550cc, modified or stock, shake 'em up in a series of heads-up racing, Suzuki seems to be the odds on favorite as to who is going to come out on top. Yamahas, Hondas, Triumphs, Suzukis, all were in contention until the field narrowed to two. Harry Couch's 500cc Triumph and "Old Man" Murphy's 266cc Suzuki were all that was left.

Suzuki's chance for Jr. Street victory looked very low as the "Old Man's" arthritis seemed to creep into the X-6's gearbox and missed shifts were more common than a cold. But when it came right down to the Moment of Truth, the Fountain of Youth must have been discovered as Jack Murphy set Harry Couch's Triumph into runner-up position. The Suzuki turned 13.18 — 99.55.

Stock

Yamaha is well represented to the racers by Bob Queen. Although better than 50cc smaller than his upper class competitors, his elapsed time is noticably better. Queen and Yamaha won a class trophy turning 16.43 and 75.75 mph.

Lions

Sherwin and Sherwin may sound like a brothers act and it was just that, at Lions drag strip.

There are two divisions in the Street department at Lions, one stock the other modified. Separate trophies and separate glories, but the Sherwin Bros., Al and Jim are keeping it all in the family. Both Harley-Davidson mounted and each a winner. Jim Sherwin won the A Pure Stock class, turning 14.18—90.73, while brother Al took the A Modified gold, turning 12.90—107.13.

The Pure Stocker 650cc Triumph of Dick Bower, won its class turning 13.73 elapsed time, while the modified BSA of Dick Strickland won with a 14.01 elapsed time!

Just as we had made a decision to go for Pure Stock, we were confused again as Stan Smith proved what can be done to his modified Kawasaki. Stan won the class trophy turning 13.98 — 93.36.

To further confuse the issue, the 650cc Triumph gasser of Mickey Hall went down the quarter mile with an elapsed time superior to Bob Borger's fuel burner. Mickey's elapsed time was 12.83 seconds and Borger turned 12.86 elapsed time.

Oh well, Borger was two miles an hour faster—102.38 to be exact!

Yesterday and Tomorrow

Johnnie Eastes is doing his best to make Fontana a better place to race. Work with him not against!

Bruce Miller substituted for Ed at Lions drag strip as motorcycle pit director. Good show and thanks Bruce.

"Variety is the spice", and they grow a lot of both, south of the border where many will race on Sunday, June 18th at Tecate drag strip in Baja, Calif.

Take old Highway 94 Campo Rd.) south out of San Diego, Ole!

(Results on page 20)

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A FREE BAR-B-Q DINNER IS INCLUDED WITH EACH ENTRY (For those without a meal ticket, there will be a slight charge of $2.00)

SCHEDULE OF EVENTS

THIS YEAR there will be no official start. Finish at Municipal Park, Lone Pine, Calif. Finish will open at 10 p.m., Friday, June 9, 1967.

ENTRY FEE—Will be $2.50 a person by mail, post entries $3.50. Mail entries close June 5. Children under 12—$1.50.

DISTANCE—Will be approximately 210 miles from Los Angeles over good paved highway to camp. Shell Station in Inyokern will be open atll night Friday, June 9, 1967.

DEADLINE—Will be 1:00 p.m. Saturday.

FIELD EVENTS and judging of best dressed machines will be held immedimately following the performance by Victor McLaglen Motor Corps.

PARADE TROPHIES—For best appearing club in parade, best dressed man solo, best dressed woman solo, best dressed couple, best dressed family group and most unique machine will be awarded at the airport.

FREE BARBECUE—for all entries at approximately 5:30 p.m. Extra meal ticket are available for $2.00.

HIGH SIERRA TROPHY PRESENTATION —Awarding of trophies for the High Sierra Contest and campsite trophies will be awarded at approximately 7:00 p.m. at dance.

FREE SATURDAY NITE DANCE—Will be held in downtown Lone Pine. Everyone is invited to the Legion Hall.

PLEASE NOTE—For those who have to work until noon Saturday. We will have a later deadline of 6:30 p.m. Saturday. Please mark your mail entries "late entry".

TROPHIES GALORE!

Free ACE OF CLUBS Tour Awards to All Participants

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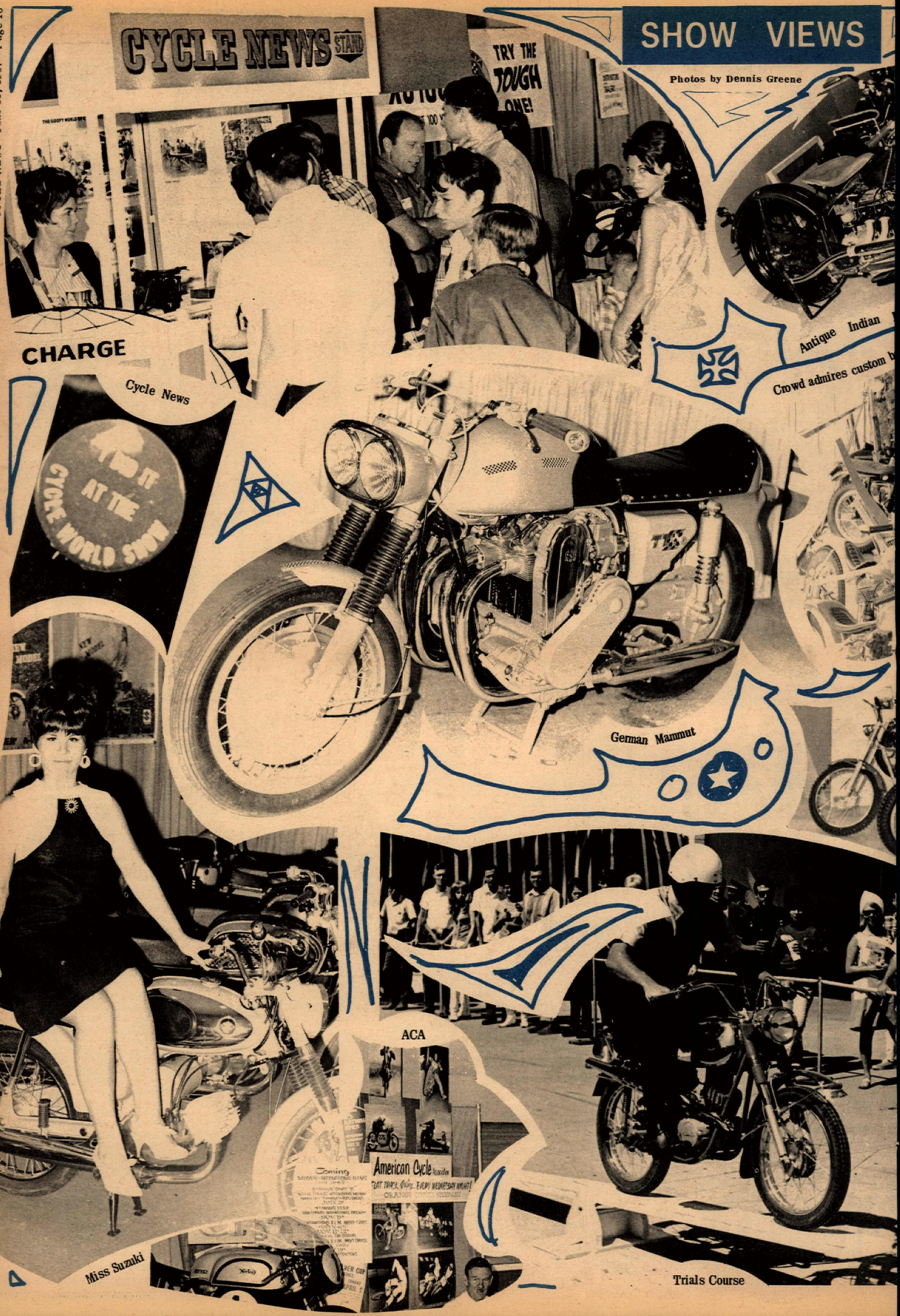
ACE OF CLUBS OF LOS ANGELES
14402 Ragus St. La Puente
For Information Call: 330-5042—442-4791 — 444-5046

SHOW VIEWS

Photos by Dennis Greene



Antique Indian

Crowd admires custom b

German Mammut

ACA

Miss Suzuki

Trials Course

1967 CYCLE SHOW DRAWS 91,000

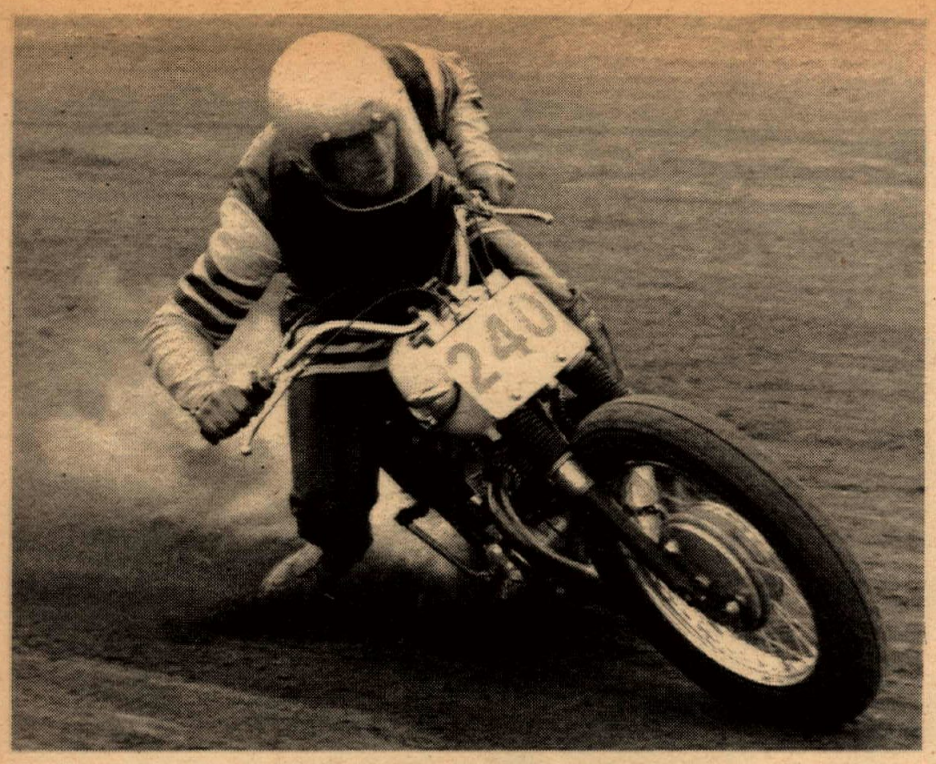
"I only go to see the boats," they were saying as they poured into the Los Angeles Sports Arena last weekend. But all 91,000 who attended thronged in awe around the mezzanine where the motorcycles stole the show.

Trials and Teaching Machine

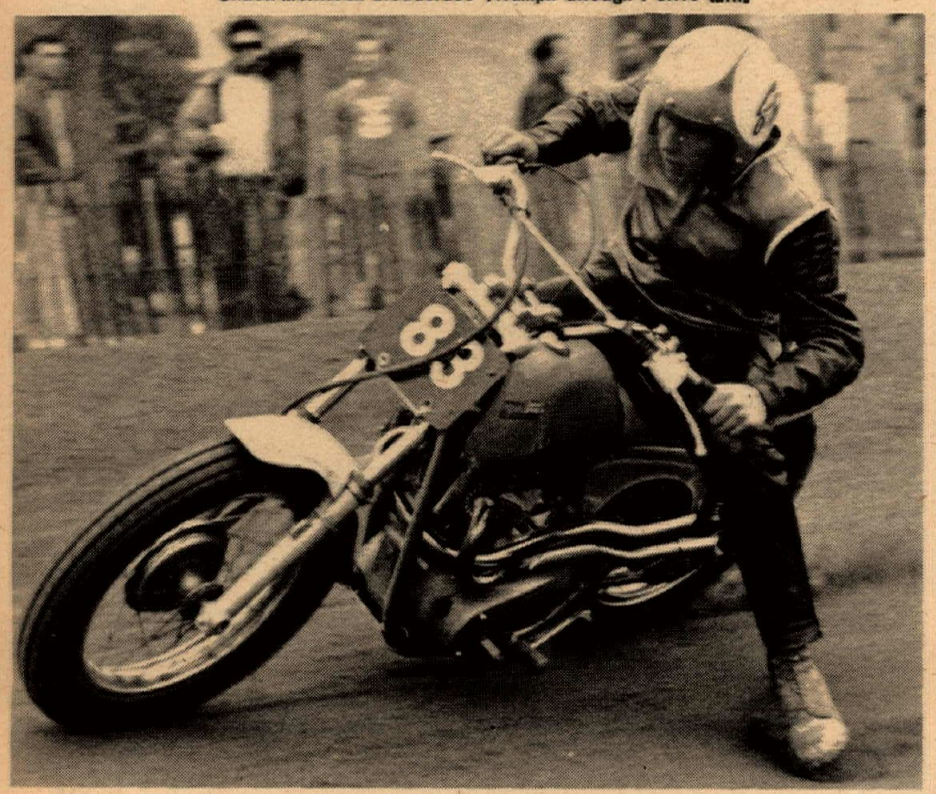
The bikes were ranged around the Sports Arena like the rim of a giant wheel. Outside rose the roar of ringdings as the "trials course" offered rides to showgoers for 50¢ a throw. Everyone who took advantage of this opportunity to try out the bikes got a button that said "I did it at the Cycle World Show."

The motorcycle simulator or "teaching machine" developed by Cycle News made its first full-scale debut at the show with private demonstrations given for government, industry and education leaders. Nearly everyone who took the simulated ride made one or two errors that could have been dangerous if it had been in real traffic instead of a movie.

Attendance broke all records for a three day show. Last year 100,000 viewed the bikes in four days. New models outshone the glittering customs, amoung them the giant German Mammut four, distributed by Floyd Clymer, the new 360 Bultaco, Greeves and Montesa scramblers, the nifty 100cc Moto Beta and the 50cc Mondial teacup racer, as well as the new White scrambler in roadgoing trim, the Norton 750 scrambler, the new Van Tech and the Honda 450 scrambler. For your unhurried view of the show, see the pictures on these pages.



Chuck McIntosh broadsides Triumph through Perris turn.



T. Carroll in full control of a ferocious Triumph-Metisse.

STANDING ROOM ONLY AT HAYWARD SCRAMBLES

Story by John Ramos

It's hard to believe but there was standing room only— and very little of it – when the Hayward M.C. put on their giant scrambles May 20th. The improved track, which now features brightly painted facilities and has been widened to improve rider safety, drew a Gargantuan crowd of 347 rider and 2,000 spectators.

The day's racing got underway with the 100cc Novice battle, which was won by John Genai on a Hodaka. The Amateur division of the same class was taken by Harry Dream, who earlier defeated all comers in his heat.

200cc Novice action found one of the better races of the day with eventual winner Frank Gillespie picking them off one by one until he was in the lead. Second place went to Mike Sprague, who fought his way up through the pack to gain runner-up spot on the last lap.

The Great Race

The great race of the night came when the 250cc Experts rolled their bikes out to the line. Mark Brelsford, riding a Bultaco, and Jim Odom, on a Montesa put on a slam-bang duel with Brelsford taking the lead and holding it all the way. Odom was trailing him by only a matter of inches and sometimes you could hear the bikes banging into each other in the turns. One of the spectators said they were so close they looked like a bride and groom going on their honeymoon.

Side by Side

One of the more memorable races of the evening came during the 500cc Expert Main in which the first three leaders rode around side by side, as if they were connected to each other. After some time the three bikes disentangled each other and when they crossed the line, it was Lloyd Houchins first, with Ray Vayell second, and the third place man, mystery rider with number 63 S.

Then the big guys rolled their bikes to the grid with the 650 Novices first up and pulled off one of the wildest starts ever seen at a motorcycle race. Luckily, nobody went down, and as the race progressed, Tiffin Mullenay emerged the leader with Bray Trujillo and J.A. Mireault following closely behind. 650 Amateur action was highlighted by an easy win for Ronald Enos, while the 650 Expert class was taken by John Fry.

BULTACO

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THE LOST ANGELS

Report & Photos Maureen Lee

Well, no one can say that California doesn't have crazy weather. Last week we fried, this week we shivered and got wet around the edges with early morning showers. The next person who says England has a terrible climate gets one put on them!

The Lost Angels put on a real good event. Of course there are always the complainers who snivel if they don't get enough racing and snivel if they get what they feel is too much, or snivel some more if they have to sit around for a while.

The Open Novices who usually have to sit around for hours and then count themselves lucky if they get three laps, actually had a ten lap Main and you should have seen their faces when the starter gave them the word! Anyway, it was Terry Dorsch (Triumph) who breezed away with the win.

Dan Carleton on the Ossa.

Bear Bugs Tacos

Anyone take a good look at that new 230 Ossa that Danny Carlton had out in the 250 class? What a beautiful little Bear and does it haul! Dan would have been right up there in that class but for a real hard fall and we suspect that there is going to be some super-tuning done on 'Tacos when some more of these little jewels get out on the tracks.

Dan took home first place trophy for the 175 class and once more we're going to give one of our little plugs for shops who really help racers goes through to stay racing.

Toot Toot

In this case we're tooting the horn for Hockie's and if you run a two-stroke such as a Hodaka, a Greeves or an Ossa they could just be the people to work on your scooter. er.

Bookworm Race

Going down the line to the little bikes, it was sure good to see Kirk McDowell put in a couple of appearances again in scrambles. A lay-off hasn't hurt his riding ability any! Kirk will probably kill us for telling, but a little bird told us that one of the reasons for his lay-off has been his studies. He has received a Bank of America scholarship for college and you don't get those without considerable work! Good luck, Kirk!

Bultaco Matadors are made for scrambles too.

500 Expert Hair Raiser

How about that 500cc Expert class? Don Ogilvie (Victor) could have won that except for a crash on the second moto. He took on the redoubtable Chuck Minert and that last moto was a hair raiser. In the first moto, John Rice unloaded and "Feets" darn near had to use his for traction! Later on down went John again, over a bank this time past the downhill stretch and with all those long arms and legs of his cartwheeling around, it was quite spectacular!

Jim Hunter blew in the third, but we suspect that he now realizes Victors run faster than he previously thought they did. But as a vote for the most powerful bike in the class, we'll tab Monte Darling. That Honda of his is ferocious and he had the lead and was flat going a couple of times. He just couldn't hold on to what he had gained.

Best Race

Probably the best race of the day (and it was racing, not a scrap) came in the Open Expert class during the third moto. Ben Fakkeldy (we've said before, watch this boy) had a first and a second, while C.H. Wheat had a first and a third, but two first will always win out. Turn after turn C.H. would pull all the little tricks of the trade he's learned over the years as an Expert to try to get by, but young Ben (first year Expert) wasn't having any. It was beautiful, clean, hard racing and there was much back slapping and hand shaking when it was all over.

It was a long long day but at least the riders can't say they didn't get to race! And we get the news that eventually Perris will be having Saturday night racing during the summer. Watch Cycle News for further information on the starting date.

(Results on page 21)

BEGINNING A NEW SERIES:

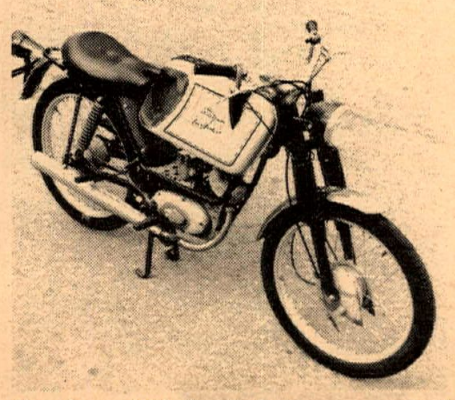
HOW TO BUILD A TEACUP ROAD RACER AND ROAR WITH 50cc

Story & Photos by Bob Braverman

Road racing is fun. For some unexplained reason, many people look upon road racing and road racers with some sort of awe. Many individuals look at pictures of riders heeled well over in a turn and secretly wish they too could go out and do battle with the local heroes.

In a great many cases finances are the limiting factors to one's racing aspirations, but if you want to get started in road racing there is a very low cost solution: For several hundred dollars you can have a competitive machine that has low upkeep costs, will handle well and give you a good taste of the fun in store for you as a road racer.

For some strange reason the 50cc class has been lagging behind the larger bikes of late. Perhaps the reason is because there haven't been many production racers to choose from. And then too, the idea of building up a bike is attractive to many people, but they just don't know how to go about it. This is the reason for this series.



Here is our little beauty just as we received it. Sitting outside didn't help it any.

Let's Go

There are actually quite a few machines to choose from. Motorcycles from Italy and Japan constitute the largest percentage of 50cc machines now being imported into the USA. Aside from the low initial cost of a 50, parts are cheap, the bikes are very easy to modify, and they are very receptive to tuning.

One very important aspect of the small bike that is most overlooked is that of actually riding it. The new rider usually has his hands full learning what it's all about and the smaller machine is easier to ride which allows Joe Average to compete without having to go 120 m.p.h. the first time out. This is probably one of the things that scares off most people.

The tank was filled with rust so we made one up from a small can and taped it to the frame. This was done just to check the engine.

A Beginning

We found the Ital-Jet 50 pictured here intact, but rather sad looking because it sat out in the weather for the past year. The fuel tank contained nothing but stale gas and rust so starting the machine was out of the question.

A careful examination of the bike showed virtually no wear on the stock tires and foot-peg rubbers so we felt the bike had received very little usage. Negotiations were completed, we loaded the bike in the van and headed for home.

After unloading the machine we removed the tank and made a makeshift one from a small can that was taped to the frame. After a few kicks the engine started and there were no mysterious noises coming from within. So at least we knew the engine was in good shape. A short ride down the street showed the clutch and gear box in good working order.

Stripdown

At this point we felt a lot better about the whole thing. The next step was to strip the bike completely and start with the bare chassis. All of the parts were removed except the forks, rear shocks and wheels. Since the bike had been exposed to the weather for a long time, everything was very dirty, so cleaning the chassis and engine was next on the agenda. After this was done, we set about deciding how to modify the chassis to suit us.

First Modifications

The wheelbase was only 44½ inches so it was decided to lengthen the swinging arm and move the top shock mount back. This necessitates the use of a troch so it was decided to wait and do all of the welding and brazing at one time. If you don't own a torch, don't despair. These items can be rented at a nominal cost from many of the rental outfits, or you can get all of the necessary torch work done for a few dollars from your local welder.

Next the front forks were disassembled, cleaned and inspected very carefully. Likewise both sets of brakes. If the bushings are worn, or the brake shoes look like they've seen better days, replace them. If the forks are sloppy, the bike will handle poorly, and if the brakes are bad you can't stop as quickly as you should.

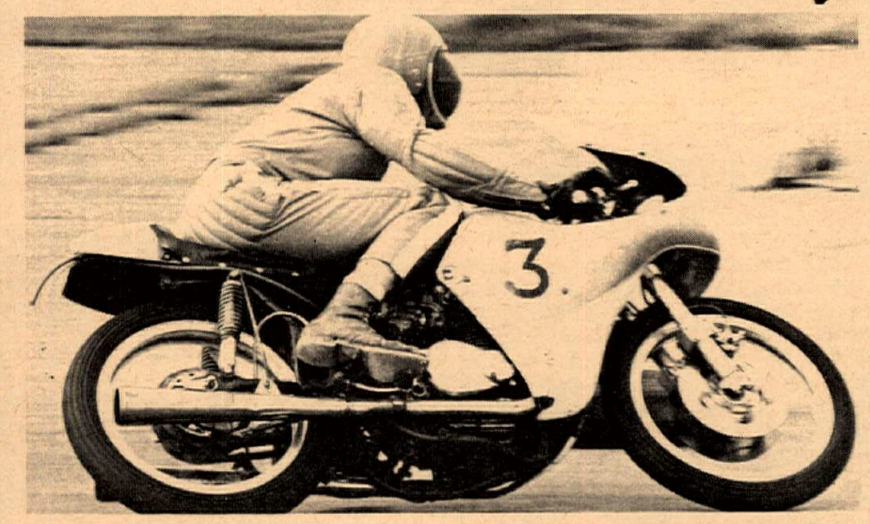
Take Your Time

If you follow along with us and build a 50 of your own, remember, that everything should be done to the best of your ability. Don't rush any phase of construction. Exercise patience, it will pay off in the long run. Most problems of a mechanical nature are self inflicted by someone who gets in a hurry. Don't rush. The success or failure of any project of this type is dependent on the amount of time and thought given to every phase. Think every step out carefully. It's far better to spend an hour or two planning the next move rather than plunging in and discovering to your dismay you made a mistake and the whole job has to be redone. This happens all too frequently.

Tune in next week and we'll get started on the chassis.

"Very well son, I'll buy you a Motorcycle in the morning. Now set the Ladder up for Daddy like a good boy."

KASUMI OIL The outstanding new motor oil designed exclusively for air-cooled engines is now being distributed nationally by Kasumi Oil Co. 25th Ave. in San Mateo, Calif.



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The best.

$39.50*

J. EDWARDS

at your local competition oriented motorcycle dealer.

(Dealers inquire: Sammy Tanner Distributing Company)

*Suggested retail price

All results unofficial unless otherwise noted.

RESULTS

ELSINORE TT
Saturday, May 27, 1967

100 NOVICE
1. B. Maynard — Bul
2. B. Spier — Hon
3. L. Larson — Hod

200 NOVICE
1. L. Rauen — Bul
2. J. Daly — Bul
3. M. Gordon — Tri

250 NOVICE
1. B. Bates — Bul
2. D. Willardson — H-D
3. D. Rich — Hus

350 NOVICE
1. L. Mooney — Hon
2. A. Hindelang — Hon
3. G. Lay — Hon

500 NOVICE
1. J. Garban — Tri
2. D. Border — Tri
3. D. Burkman — Hon

OPEN NOVICE
1. J. Meyers — Tri
2. T. Simpson — Tri
3. E.J. Tombyll — Tri

100 EXPERT
1. F. Edwards — Hod
2. R. Burkert — Hod
3. G. Scott — Yam

350-500 EXPERT
1. C. Cargo — BSA
2. L. Davis — BSA
3. J. Flores — Tri

250 EXPERT
1. D. Lenar — BSA
2. T. Donaher — Bul
3. J. Kopp — Gre

OPEN EXPERT
1. J. Foxe — Tri
2. R. Prettyman — Tri
3. J. Bailey — BSA

SWEEPSTAKES
1. F. Edwards — Hod

Official Results 125 MILE NATIONAL CHAMPIONSHIP 49er ENDURO
April 23, 1967

SWEEPSTAKES
George Newsom — Bul

0-125cc B CLASS
T. Flock — Yam
C. Foote — Hod
R. Urie — Hod
C. Smart — Hod

126-250cc B CLASS
T. Graham — Gre
V. Weldy — Bul
R. Young — H-D
D. Starr — Gre
E. Speed — Bul
F. Smallwood — Gre
R. Selby — Gre
S. Abrams — Bul
J. Keaton — Gre

251cc OPEN B CLASS
D. Scott — Tri
C. Booth — Tri
J. Edward — Mat
D. Weldy — BSA
B. Ocheltree — Tri
D. Reilly — BSA

0-125cc A CLASS
R. Smart — Yam
M. Bubeck — Hod

126-250cc A CLASS
N. Tolpalar — Hus
J. Lee — Bul

251cc—OPEN A CLASS
J. Nelson — Hus
L. Dunning — BSA
D. Schwerma — Yam
K. Harvey — Hus

SIDE CAR CLASS
D. Kemp, Pilot — Tri
S. Foss, Pass.

TEAM TROPHY
Mountaineers M/C
L. Dunning, B. Ocheltree, B. Keys

T.T. WINCHESTER, VA.
May 21, 1967

NOVICE MAIN
Malcolm Doing — Bul
Buddy Barnce — Duc
Larry Koup — Bul
David Elancl — Bul

AMATEUR MAIN
Earl Myers — Tri
Ronald Smith — Tri
Jerry Chaclima — BSA
Buck Graves — H-D

EXPERT MAIN
Gary Nixon — Tri
Harold Lyons — BSA
Tom Garrett — BSA
Carl Williamson — Tri

RICHMOND M/C
Berkeley Marina Scrambles
May 21, 1967

100 NOVICE
Larry Beaty, Martinez — Hon
David Bellina, Hollister — Hod
Mike Robinson, Modesto — Hod
Gary Higby, Martinez — Hon

100 AMATEUR
Bill Sargenti, Escalon — Hod
Jack Sargenti, Escalon — Hod
Harry Dring, Oakland — MB

200 NOVICE
Ed Davis, Pacifica — Mon
Frank Gillespie, Orinda — Bul
Dick Plowman, S. Cruz — Oss
Bruce Teixeira, S.Leandro — Bul

200 AMATEUR
Bob Grossi, Santa Cruz — Bul
Dick Lathrop, Santa Cruz — Bul
Terry Miller, Escalon — Bul

250 NOVICE
John Silva, San Jose — Bul
William Keys, Fremont — H-D
Michael Sprague, Oakland — Bul
Toby Moya, San Pablo — Bul
Bill Lucarelli, Fremont — Mon

250 AMATEUR
John Patton, Palo Alto — Bul
Cliff Spair, Pittsburg — CZ
Bill Cruz, Vallejo — Bul

90-250 EXPERT
Jim Foley, Walnut Creek — Suz
Don Warren, Berkeley — Hon
Marvin Coolbaugh, Berkly — Bri

350 NOVICE
Mike Whiteside, Santa Rsa — Hon
R. Ausmus, Sunnyvale — BSA
Gary Dillard, San Jose — Hon
Chas. Dunbar, S. Leandro — Hon

500 NOVICE
Bud Riddle, Pacifica — Tri
Crespin Perez, Mt. View — BSA
Mike Young, El Cerrito — BSA
Robert Boaz, Palo Alto — Tri
Leonard Page, San Pablo — Tri

500 AMATEUR
Chris Brown, S. L. Obispo — Hon
Dave Clark, San Jose — BSA
Allen Kenyon, Cupertino — BSA

650 NOVICE
Tiffin Mullenay, San Bruno — Tri
Tom Banks, San Jose — Tri
Tom Hughes, San Mateo — Tri
Ken Godfrey, Castro Vally — BSA

650 OPEN AMATEUR
Richard Brown, Capitola — Tri
Jerry Patterson, Richmond — Tri
Craig Bostard, El Cerrito — Tri
Jimmy Rodgers, Concord — Tri

OPEN EXPERT
Dave Faria, Richmond — Tri
Larry Davidson, Concord — Tri
Ray Vowell, Castro Valley — BSA
Bill Kilby, El Granada — Tri

½ MILE FLAT TRACK
Tulare, Calif. May 27, 1967

NOVICE TROPHY DASH
1. Ron Stinnett — Yam
2. Midge Griffith — Duc

AMATEUR TROPHY DASH
1. Jim Odom — Tri
2. Jan Crawford — BSA

EXPERT TROPHY DASH
1. Cal Raybourn — H-D
2. Pat Gosch — Tri
3. Mike Van Ness — BSA
4. Sammy Tanner — BSA

NOVICE MAIN EVENT
1. Midge Griffith — Duc
2. Bill Jamison — Suz
3. Rick Elisarraras — Suz
4. Wayne Livingston — H-D
5. George Omo — Yam
6. Ron Stinnett — Yam
7. Dave Smith — H-D
8. Jack Wilkinson — H-D
9. Johnny Foreman — Yam
10. Art Zimmerman — H-D

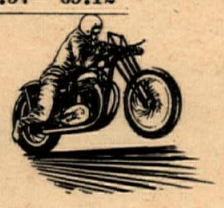
AMATEUR MAIN EVENT
1. Jim Odom — Tri
2. Roger Goldwaite — RE
3. Jan Crawford — BSA
4. Lloyd Houchins — BSA
5. Mori Todd — H-D
6. Marty MacDonald — H-D
7. Mike Linthicum — BSA
8. Carl Patrick — Tri
9. Art Bernheisel — H-D
10. Ray Huff — H-D

EXPERT MAIN EVENT
1. Al Gunter — Mat
2. Johnny Isaacs — BSA
3. Jim Berry — BSA
4. Jim Nicholson — Belo
5. DeWayne Keeter — Velo
6. Bob Bailey — Tri
7. Pat Gosch — Tri
8. Cal Raybourn — H-D
9. Sammy Tanner — BSA
10. Mike Van Ness — BSA

IRWINDALE DRAG RESULTS
June 5, 1967

TOP STREET: Dick Strickland	BSA	13.01	102.48
JR. ST: Jack Murphy	Suz	13.18	99.55
TOP GAS: Johnnie Eastes	H-D	12.14	109.35
JR. GAS: Art Houston	Tri	12.12	110.65
COMP. GAS: Steve Rowles	Suz	12.88	100.64
TOP FUEL: Pohl & Harris	Tri	11.60	120.64
COMP. FUEL: Al Gonzenbach	Hon	12.37	111.00
B STREET: Dick Strickland	BSA	13.01	102.48
C ST: Harry Couch	Tri	13.62	94.00
D ST. STOCK: Michael Glenn	Hon	16.98	72.00
D ST. MOD: Jack Murphy	Suz	13.18	99.55
E ST. STOCK: Bob Queen	Yam	16.43	75.75
E ST. MOD: Vice Rowles	Suz	13.75	93.94
F ST. STOCK: John Mutter	Hon	18.57	69.12

LIONS DRAG RESULTS
June 5, 1967



STREET—PURE STOCK:			
A — Jim Sherwin	H-D	14.18	90.73
B — Dick Bower	Tri	13.73	95.44
E — Rich Martindale	Yam	16.52	81.71
F — Richard Norman	Bri	16.53	75.00
MODIFIED:			
AA — Ardin High	H-D	13.81	94.63
A — Al Sherwin	H-D	12.90	107.13
B — Dick Strickland	BSA	14.01	91.77
C — Harry Couch	Tri	14.95	86.97
E — Stan Smith	Kaw	13.98	93.36
GAS:			
AA — — —	H-D	10.82	128.75
B — Mickey Hall	Tri	12.83	100.00
C — Fred Wineland	BSA	16.59	74.75
D — Don Miller	Hon	16.35	79.71
F — Fred Trager	Yam	17.41	85.22
FUEL:			
B.— Bob Borger	Tri	12.86	102.38

GRAHAM SPEEDWY
Memorial Day

EXPERT "A" MAIN
1. Emil Ahola, Tacoma — Mat
2. Dave Clarke, Seattle — H-D
3. Sonny Burres, Portland — Tri
4. Dick Jagow, Portland — Tri

AMATEUR "A" MAIN
1. Dan Holton, Sumner — Tri
2. Orlie Lohre, Aldrwd Man. — Tri
3. Sandy Saunders, Tacoma — Tri
4. Gary Boyce, Aspen Colo — Tri

NOVICE "A" MAIN
1. Dale Silvey, Auburn — Hon
2. Roger Stanley, Seattle — Hon
3. Steve Holton, Sumner — Hon
4. Robert Kopp, Spokane — Bul

EXPERT TROPHY DASH
1. Dave Clarke, Seattle — H-D
2. Emil Ahola, Tacoma — Mat
3. Don McLeod, Tacoma — H-D

AMATEUR TROPHY DASH
1. Mark Williams, Cott.Gr. — Hon
2. Ron Hoppe, Edmonds — Nor
3. Dan Holton, Sumner — Hon

NOVICE TROPHY DASH
1. Dale Silvey, Auburn — Hon
2. Roger Stanley, Seattle — Hon
3. Robert Kopp, Spokane — Bul

MERCED
May 29, 1967

NOVICE—1st HEAT
Dave Smith
Midge Griffith
George Omo

2nd HEAT
Bill Cruz
Carl Leihr
Ken Boyer

3rd HEAT
— —
Duane Scott
Scott Wilson

4th HEAT
George Carter
Tony Williams
Gary Willis

AMATEUR & EX 1st HEAT
Jim Odom

2nd HEAT
Ken Weakley
Mike Yarn
Roger Goldthwaite

3rd HEAT
Lloyd Houchins
Cliff Aksland

1st SEMI
George Omo
Duane Scott
Jim Casey

2nd SEMI
Tony Williams
Carl Leihr
Ken Boyer

1st SEMI
Rich Faria — Duc
Bob Goodman — Bul
Bill Lyons — Bul
Suz

2nd SEMI
Jim Foley — Suz
John Hall — Duc
Jon Patton — Bul

3rd SEMI
Rich Hardmeyer — Tri
Bill Cruz — Bul
Al Geisler — Bul

T.D.
Dwane Francisco — Suz
Ken Weakley — Bul
Danny Davies — Hon
Tony Williams — Bul

"B" MAIN
Bill Lyons — Bul
Bob Goodman — Bul
Bill Cruz — Bul

"A" MAIN
Dwane Francisco — Suz
Ken Weakley — Bul
Mike Yarn — Mon
Geo. Carter — Suz
Dan Davies — Hon
Rich Hardmeyer — Tri

ANTIOCH
May 27, 1967

1st HEAT
Tony Williams — Bul
Bob Goodman — Bul
Steve McCant

2nd HEAT
Danny Davies — Hon
John Hall — Duc
Jon Patton — Bul

3rd HEAT
Mike Yarn — Mon
Bill Cruz — Bul
Tom Sullivan

4th HEAT
Ken Weakley — Bul
Rich Faria — Duc
Bill Lyons

5th HEAT
Dwane Francisco — Suz
Jim Foley — Suz
Eddie Short — Duc

6th HEAT
Geo. Carter — Suz
Rich Hardmeyer — Tri
Al Geisler — Bul

MERCED—Cont'd

AM. & EX. SEMI
Roger Goldthwaite
Dwane Francisco

NOVICE TROPHY DASH
Jim Odom
Ken Weakley

NOVICE MAIN
George Omo
Tony Willaims
George Carter

AM. & EX. MAIN
Roger Goldthwaite
Jim Odom
Mike Yarn

MALTBY RACEWAYS
May 21, 1967

OPEN "A" MAIN
1. Jim Strode, Kirkland — Mat
2. Hugh Fleming, Mntlk Ter. — BSA
3. Mike Annen, Bothell — Tri

250 "A" MAIN
1. Dick Waller, Bothell — Bul
2. Tom Anderson, Seattle — Gre
3. John Alber, Brier — Kaw

250 "B" MAIN
1. Mark Anderberg, Seattle — Bul
2. John Moe, Seattle — Duc
3. Rudy Southern, Everett — Yam

250 "C" MAIN
1. Corky Wasmund, Bothell — Hus
2. Jim Lavelle, Seattle — Bul
3. Jerry Pettis, Seattle — Duc

100cc "A" MAIN
1. Dan Brecht, Edmonds — Kaw
2. Tim Visaya, Seattle — Hod
3. Steve Bytheway, Seattle — Yam

100cc "B" MAIN
1. Bill Noble, Auburn — Hon
2. John Engelcke, Edmnds — Kaw

VALLEJO SPEEDWAY
May 19, 1967

AM.-EX. SEMI
Art Bernheisel — H-D
John Hall — Duc
Rich Hardmeyer — Tri
Bill Verbisco — Mon
Tom Steele — Duc

AM.-EX. T.D.
Mike Yarn — Mon
Roger Goldthwaite — Bul
Lloyd Houchins — Bul
Russ Powell — ?

AM.-EX. MAIN
1. Roger Goldthwaite — Bul
2. Mike Yarn — Mon
3. Art Bernheisel — H-D
4. Rich Hardmeyer — Tri
5. Lloyd Houchins — Bul
6. Bill Verbisco — Mon
7. John Hall — Duc
8. Ken Helling — ?
9. Ken Weakley — Bul
10. Russ Powell — ?

(Results by Bill Pitschner)

NEXT WEEK RESULTS FROM

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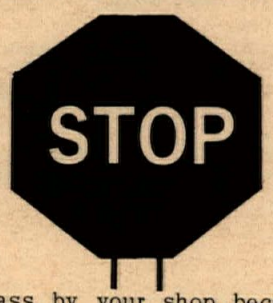
CALICO 100
HIGHTSTOWN, N.J.
YORK, Pa.
BRECKINRIDGE
DORSEY
HAYWARD SCRAMBLES
ATASCADERO

DEALERS



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P.S. and if they don't love you we will.

MORE RESULTS

CAPITOL TT May 21, 1967

THIRD NOVICE HEAT
Mike Brelsford
Elden Hinkle
Ken Boyer
Joe Leihr
Bill (Biscuits) Verbisico
Dick Cortezzo

FIRST NOVICE HEAT
Carl Cranke
Ray Zatny
Bruce Anderson
Mike Apatath

SECOND AM-EX. HEAT
Paul Bostrum
Roger Goldsleeve
Gene Conant
Ronnie Wisler

THIRD AM-EX. HEAT
Jim Odom
Dave Bostrum
Lloyd Houchins
Russ Powell

SECOND NOVICE HEAT
Frank Hall
Jim Casey
George Carter
Jim Monegen

FOURTH AM-EX. HEAT
Rich Hardmeyer
Ken Ellings
Mike Yarn
Ken Weakley

NOVICE SEMI
Bruce Anderson
George Carter
Ken Boyer
Joe Leihr

AM-EX. SEMI
Dave Bostrum
Rull Powell
James Rice
Rick Otto

NOVICE TROPHY
Mike Brelsford
Carl Cranke
Frank Hall

AM-EX. TROPHY
Jim Odom
Rich Hardmeyer
Bill Verbisio
Paul Bostrum

NOVICE MAIN
Carl Cranke
Bruce Anderson
Jim Casey
Joe Leihr

AM-EX. MAIN
Jim Odom
Dave Bostrom
Rich Hardmeyer
Bill (Biscuits) Verbisico

100cc MAIN
Ron Long
Ron Smith
Rick Smith
Frank Fuson

200cc MAIN
Bob Hoffman
James Childress
Floyd Wiggins
Mike Norbstrom

250 NOVICE MAIN
Curt McMahon
Rod Varley
Stephen Young
Jack Driggs

250cc AMATEUR
Mike Ellis
Ross Russell

250cc EXPERT
Jim Saitone
Jim Saroda

500cc NOVICE
Ben Alley
C. Taylor
Ron Keyes

650cc NOVICES
Thomas Hamner
Ashley Jeffery

650cc AMATEUR
Bill Doran
Bill Kreeger
Chuck Huss

CYCLE LAND FLAT TRACK May 20, 1967

100cc CLASS
1. Steven Goff Kaw
2. Tom Bruckenstein Hod
3. James Childress Bri

200cc CLASS
1. Harold Toby Bul
2. Dick Turner Hon
3. Bob Bagshaw Bul

250cc CLASS
1. Tim Fitzgerald Bul
2. Mike Corcoran Bul
3. Bill Saltzman Bul

SO. CALIF. TRIALS ASSN. English Trials Results Littlerock, May 7, 1967

MASTER
1. Bob Grove Gre
2. Jim Wilson Tri
3. Joe Lavigne Dot
4. Jack Ward Tri
5. Dick Murray Spr
6. Ralph Moore Dot
7. Jack Kavanaugh Gre
8. Harry Brattin Tri
Bob Lersch—Did Not Finish

EXPERT
1. Jim Bollingmo Mat
2. Jim Brunson Gre
3. Dave Evans Bul
4. Charlie Hogue Hod
5. Jim Smith (tie) Tri
5. Don Morgan (tie) Mat
7. Bob Nickelsen CZ
8. George Steward Tri
9. Forest Wilson Gre

AMATEUR—WOMEN
1. Joan Wilson Hod
2. Jacqualine Mobley Bul
3. Rickie Fry Yam
4. Carrol Stone Yam
5. Edna Evans Yam
6. Nancy Walters Hon
7. Carol Brattin Hon
Peggy Bell—Did not finish

AMATEUR ULTRA LTWT.
1. Bob Brookhart Hod
2. Tom Stowers Yam
3. Jim Staley (tie) Hod
3. Geoff Hammond (tie) Hon
5. Steve Bell (tie) Hod
5. Bruce Dunford (tie) Hod
7. Larry Smith Yam
8. John Clement Suz
9. Greg Wood Hod
10. Richard Deats Hon

AMATEUR HEAVYWT.
William Baxter BSA

AMATEUR LIGHTWEIGHT
1. Don Lawrence Bul
2. Roger Drake Mon
3. David Smith Bul
4. Glen Bennett Gre
5. Steven Loy Bul
6. John Walters (tie) Hon
6. Enzo Martinelli (tie) Gre
8. Tom Bell Bul
9. Roy Sheridan Tri
10. Duane Stone Gre

DUNES SPEEDWAY Hauser, Ore. May 21, 1967

TROPHY DASHES
100cc
John Watson, Coos Bay Hon

175cc
Jake Jones, Reedsport Hon

250cc
Bob Harles, Coos Bay Hon

OPEN
Ron Wyman, Eugene Tri

B MAINS
100cc
Bimbo Tryson, Waldport Suz

250cc
David Sheffel, Eugene Bul

A MAINS
100cc
John Watson, Coos Bay Hon
Danny Atkins, Grants Pass Yam
Jake Jones, Reedsport Hon

175cc
Rex Pittullo, Myrtle Point Bri
Jake Jones, Reedsport Hon
Pete Christoson, Coquille Bri

250cc
Bob Harless, Coos Bay Hon
Bob Oaks, Eugene Bul
Rick Tryson, Waldport Hon

650cc
Ron Wyman, Eugene Tri
Don Allen, Reedsport BSA
Gene Graber, Coos Bay Tri

AFM NATIONAL ROAD RACE May 21, 1967

G.P. 50cc CLASS I
1. Tony Nicosia Hon

50cc CLASS II
1. Sid Chambers Mon

G.P. 100cc
1. Ron Pierce Hod
2. Bob Calborn Yam
3. Georganne Muhlberg Yam
4. Rick Newby Hod
5. Bob Goldsmith Bul

G.P. 125cc
Steve McLaughlin Hon

G.P. 175cc
1. Dick Tetz Hon
2. Fred Muhlberg Hon
3. Don Marandino Oss
4. Mike Capalite Hon
5. M. Conserriere Bul
6. Ned Marandino Oss

50cc PRODUCTION
1. Bill Giles Mon
2. Sid Chambers Mon
3. Lawrence Singer Mon
4. Mike Capalite Suz
5. Bill Boonner Ital
6. Steve McLaughlin Ital

100cc PRODUCTION
1. Ron Pierce Yam
2. Edmund Light Hon

175cc PRODUCTION
1. Don Marandino Oss

200cc BULTACO
Barry Provisor Bul

250cc PRODUCTION
Jack Pepple Duc
Jerry Redden Suz
Richard White Kaw

350cc PRODUCTION
1. Byron Black Kaw

G.P. 350cc
1. Ned Marandino Kaw
2. Marty Brinkworth Aer
3. Tony Nicosia Suz

G.P. 500cc
1. Ron Grant BSA

G.P. OPEN
1. Jim Deehan Tri
2. Tom Steele Tri

G.P. 250cc
1. Ron Pierce Yam
2. Ron Grant Suz
3. Steve Pederson Kaw
4. Steve McLaughlin Yam
5. Tom Steele Suz
6. Doug Van Tassel Duc
7. Marty Brinkworth Yam
8. Duane Bracken Gre
9. Ruben Portillo Duc
10. Tom Finlay Suz

LOST ANGELS SCRAMBLES Perris, May 28, 1967

UNOFFICIAL
50cc MOTO (Novice)
S. Nichols Hon
H. Long Yam
K. Redding Toh
C. Coughran Toh

50 MOTO (AM-EXPERT)
Tony Mason Yam
J. Lewis Yam
F. McDowell Hon
D. Alfred Hon
Bob Peck Hon

100cc NOVICE MAIN
D. Hockie Hod
R. Burkert Hod
B. Nosbusch Hod
S. Rogers Hon
J. Arledge Yam

100cc AMATEUR MOTO
Fred Edwards Hod
S. McMahan Yam
D. Buano Yam
D. Alana Suz
D. Stromalla Hon

175-200cc EXPERT MOTO
B. Stankey Bul
J. Doron Bul
J. Brophy Bul
M. Boal Mon

100cc EXPERT MOTO
K. McDowell Hon
H. Mendenhall Yam
J. Connolly Hod
J. Lewis Yam
D. Alfred Hon

200cc AMATEUR MOTO
R. Williams Bul
T. Longwith Bul
S. Colombero Bul
G. Bolinas Bul
G. Rilry Bul

POWDER PUFF
T. Doron Hod
E. Long Yam
P. Drake Hod
?
S. Wolf Bul

175cc AMATEUR MOTO
D. Carleton Ossa
S. Best Bul
J. Coughan Bul
J. Condumb Hon
C. Daley III Bri

250cc NOVICE MAIN
D. Hensley Mon
W. Hockie Jr. Gre
O. Wells Bul
F. Corley Bul
L. Verdoorn Bul

250cc AMATEUR MOTO
C. Hatcher Bul
R. Moore Bul
M. Wright Bul
R. Williams Bul
Dan Carleton Oss

250cc EXPERT MOTO
J. Erickson Gre
J. Connally Gre
D. Harris Hon
D. Brooks Suz
R. Tooley Bul

350cc AMATEUR MOTO
R. Jarrett Hon
Bill Holst Lil
D. Terters Hon
J. Lourlady Hon

350cc NOVICE MOTO
L. Curtis Hon
N. Hernandez Hon
D. Newton —
L. Hamby Hon
A. Holmes Hon

500cc NOVICE
D. Harlow BSA
J. Kennedy BSA
B. Mestas BSA
J. Garban Tri
J. Sizer BSA

500cc AMATEUR MOTO
A. Anders BSA
R. Hall BSA
R. Carpenter BSA
B. Ward BSA
G. Kearney BSA

650cc NOVICE MAIN
T. Dorsch Tri
M. Cox Tri
D. Sain Tri
J. Carlson Tri
J. Myers Tri

650cc AMATEUR MOTO
J. Bailey BSA
T. Carroll Tri
J. Peterson Tri
M. Hinshaw BSA
D. Carlson Tri

PACIFIC INTERNATIONAL TRIALS SOCIETY Cross County Trials May 14,

EXPERT
R. Lersch Gre
B. Keys Bul
R. Murray Spr
J. Ward Tri
R. Ruppel Tri

EXPERT CLUB TROPHY
D. Thuleen Zun
R. Osborn Gre
V. Boocock Gre

AMATEUR
P. MacDonald Bul
J. Blake Bul
B. McMurray Bul
D. Daniels Bul
D. Turkletop AJS
E. Renati Hod
L. Schwab Tri
W. Manly Tri
J. Lawrence Kaw
F. Sherrill Hon
T. Edwards Bul

NOVICE 500cc & UP
M. Miterko Tri
G. LaPonsie Tri
W. Ocheltree Tri
R. Sand Tri
K. Lindquist Tri
R. Edwardson Tri
J. Caldwell Tri

NOVICE 101cc-499cc
R. Vasquez Bul
W. Soper Bul
M. Avilla Bul
R. Weis Gre
R. Sangalli Bul
B. Latimer Bul
W. Hinshaw Tri
W. Bennett Gre
J. Singleton Gre
M. Jimenez Bul
D. Berry Bul
N. Restani Bul
L. Manly Gre
M. Williams Gre
W. Mitchell Bul
S. Gordon Mai
R. Romer Gre
F. Veronda Hus
S. Sangalli Cot
J. Williams Bul
M. Antonini Bul
H. Theroux Gre
R. Davis H-D
C. Fleissner Mon
R. Roberts Bul
P. White Bul
M. Baxter Hon

NOVICE UP TO 100cc
J. Krause Yam
J. Jacobs Hod
B. Porter Yam
R. Miksch Yam
T. Baker Hod
B. Ballenger Hod
J. McMurray Suz
J. Duffy Hod
M. Kelly Bri
R. Crawford Hod
F. Arnold Yam
V. Porter Hod
J. Fulkerson Hon
W. Robbins Hod

TROJAN SPEEDWAY Tuesday SHORT TRACK

250cc MAIN EVENT
1. Keith Mashburn Gre
2. L. Stumpenhaus Bul
3. Jack Holt Mon
4. Jeff Nolke Suz
5. Chuck Campbell Hon
6. Larry Verdoor Duc
7. Tom Wood Hon
8. Coco Campbell Hon

101cc-200cc MAIN EVENT
1. Jim Paulnott Bul
2. Frank Berrena Bul
3. Carroll Skov Bul
4. Jerry Stanley Tri
5. Randy Layne Gil
6. Tom Warren Bul
7. Bill Arter Hon
8. Paul Coberly Bul

100cc MAIN EVENT
1. Paul Wilde Yam
2. Steve McMahan Yam
3. Bruce Nosbusch Hod
4. Gary Calkins Yam
5. Mike Spitzer Hon
6. Stan Rogers Hon
7. Jim Raymond Hon
8. Don Dudek Hon

SWEEPSTAKES
1. Steve McMahan Yam
2. Gary Calkins Yam
3. Keith Mashburn Gre

THURSDAY NIGHT T.T.

250cc MAIN EVENT
1. L. Stumpenhaus Bul
2. Eric Olesen Mon
3. Doug Hilton Gre
4. Jon Brockett Mon
5. Carl Dreeves Duc
6. Bob Bates Bul
7. George Herndon Bul

101cc-200cc MAIN EVENT
1. Tom Rockwood Mon
2. Jerry Stanley Tri
3. Tom Warren Bul
4. Larry Sherrell Bul
5. Carroll Skov Bul
6. Bill Arter Hon
7. Danny Carlton Ossa
8. Ken Hansen Duc

100cc MAIN EVENT
1. Gary Bailey Hod
2. Don Dudek Hon
3. Jim Raymond Hon
4. Don Leal Yam
5. Ed Strand Hod
6. Bob Watson Hod
7. Tracy Hulmer Bul
8. Jerry Formby Hon
9. Jeff Berry Yam
10. Bill Potts Bul

BAKERSFIELD RESULTS May 21, 1967

by Stan Coffee

TROPHY WINNERS*
50 & 90cc NOVICE
*Ron Tobey Hod
*Jerry Sanders Suz
Don Bevans Yam
Joe Krugh Bri
Fred Gregory Bul

90cc AM. & EXP.
*Mike Lane (E) Kaw
*Warren Sanders (A) Suz
Avery Hensley (A) Hod
Bob Elisarraras (A) Suz
Jimmy Maxwell (A) Hod

200 NOVICE
*Ray Yinger Bul
Steve Davis Bul
Ernie Winslow Bul

200 AM. & EXP.
*Mike Lane (E) Bul
*Randy Smith (A) Bul
Everett Binkley (A) Bul
Arnold Tull (A) Bul

250 NOVICE
*Tom Church Bul
*Bill Donley Bul
John Stocton Bul
Norman McKenzie Bul
Bobby Mann Duc

250 AM. & EXP.
*Wayne Schmidt (E) CZ
*Don Hughes (A) Bul
Frank Roseberry (E) Duc
Butch Bevins (A) Bul
Pete Fife (A) H-D

350-500cc NOV. & AM.
*Rick Elisarraras (A) BSA
*Joe Garban (N) Tri
Louie Wood (A) Hon
Wendy Aragon (N) Mat
Charles McCracken (N) Tri

OPEN NOVICE
Larry Garban Tri
Stan Meeks H-D

OPEN AM. & EXP.
*Sid Payne (E) Mat
*Bob Leppek (A) Tri
Ray Anderson (E) Tri
Rory Randall (A) Tri

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SIDEWINDERS' TT
May 26, 1967

B MAIN EVENTS

NOVICE
James Gail — Hon
Duane Jordan — Bul
Ken Chandler — Hon

AMATEUR
Mike Wellton — Tri
Jim Oliver — BSA
Jerry Roberts — Tri

EXPERT
Bob Fuller — Tri
Ed Strunk — Hon
Jimmy Smith — Tri

A MAIN EVENTS

NOVICE
Tom Montgomery — Hon
Ike Reed — Suz
Bill Manley — Hon

AMATEUR
Mark Williams — Tri
Mark Fortier — Tri
Rick Weil — Tri

EXPERT
Sonny Burres — Tri
Glen Adams — Nor
Matt McKee — Tri

ASCOT T.T. RESULTS
June 3, 1967

15 LAP EXPERT FINAL
1. Skip Van Leeuwen — Tri
2. Dan Haaby — BSA
3. Eddie Mulder — Tri
4. Dusty Coppage — Tri
5. Bill Manly — Nor
6. Clyde Litch — Nor
7. Ralph White — Tri
8. Jim Berry — Tri
9. Elliott Schultz — Tri
10. Mike Konle — Tri
11. Butch Landguth — Tri
12. Eddie Wirth — BSA

10 LAP AMATEUR FINAL
1. Jimmy Odom — Tri
2. Larry Wilburn — Tri
3. Gene Cannaday — Tri
4. Rick Otto — Tri
5. Jan Crawford — Tri
6. John Fry — Tri
7. Lloyd Houchins — BSA
8. Roger Goldwaite — Enf
9. Monte Dennett — Tri
10. Ron Miller — Tri
11. Phil Brown — BSA
12. Mike Linthicum — Tri

8 LAP NOVICE FINAL
1. Chuck Baker — Mon
2. Rick Blake — Bul
3. Frank Roseberry — Duc
4. Bob Ferro — Bul
5. Jim Peterson — BSA
6. Bill Cody — Suz
7. A. Chinowski — Hon
8. John Riggen — Bul
9. Midge Griffith — Duc
10. Sandy Rainey — Bul
11. Dave Smith — H-D
12. Jeff Nikle — Bul

ASCOT HALF MILE RESULTS
June 2, 1967

15 LAP EXPERT FINAL
1. Dan Haaby — BSA
2. Mel Lacher — H-D
3. Chuck Jones — BSA
4. Ralph White — BSA
5. Jim Nicholson — Vel
6. Blackie Bruce — BSA
7. Elliott Schultz — BSA
8. Pat Gosch — Tri
9. Eddie Hammond — Enf
10. Shorty Seabourne — BSA

10 LAP AMATEUR FINAL
1. Jan Crawford — BSA
2. Roger Goldwaite — Enf
3. John Fry — BSA
4. Don Dobbins — Tri
5. Phil Todd — Tri
6. Carl Patrick — Tri
7. Ted Yoder — Enf
8. Mike Morrisey — BSA

8 LAP NOVICE FINAL
1. R. Ellisarranas — Suz
2. Dave Smith — H-D
3. Ken Lighthouse — Yam
4. Lee Wheeler — Mon
5. Alex Chinowski — Hon
6. Jim Lesley — H-D
7. Reg Chosney — Hon
8. Larry Mane — Yam
9. Jerry Peters — Yam
10. Joe Hamilton — Yam

FORT SUTTER M.C. FLAT TRACK

100 NOVICE MAIN
Joe Henry, Sacto — Hon
Earl Grant, Sacto — MB
Corky Cororan, N.Hghlnds — MB

100 AM.-EX. MAIN
Paul Minor, Sacto — Hon
James Childress, R.Cordva — Bri
Rick Smith, Sacto — MB

200 NOVICE MAIN
George Roche, N.Hghlands — Bul
Jack Driggs, R.Cordova — Oss
Roger Oliver, Cit.Heights — Hon

200 AM.-EX. MAIN
Gary Willis, Sacto. — Hon
Harold Toby, Rio Linda — Bul

250 NOVICE MAIN
Ray Vatney, Carmicle — H-D
Bill Dixon, Sacto. — Duc

250 AM.-EX. MAIN
Carl Cranke, Orangevail — Tri
Mike Cocoran, N.Highlnds — Bul
Don Waklee, Sacto. — Mon

CYCLE LAND FLAT TRACK
May 27, 1967

100cc CLASS
1. Tom Bruckenstein — Hod
2. Steve Goff — Kaw
3. Mainer Richards — Yam

200cc CLASS
1. Mike Rockwell — Hon
2. Harold Toby — Bul
3. Ted Bare — Hon

250cc CLASS
1. Steve Lazarini — Bul
2. Bob Vaughan — Hon
3. George McCarty — Hon

SCRATCH DASH
100cc, Manfred Heyrend — Yam
200cc, Harold Toby — Bul
250cc, Bob Vaughan — Hon

SACRAMENTO TRACKERS
May 27, 1967

100 NOVICE
Ron Smith — MB
Tom Christensen — Hod
Rone Long — Hod
Joe Henry — Hon

175 NOVICE
Roger Oliver — Hon
Jerry Baugh — Oss

200 NOVICE
Dan Toby — Bul
Mike Nordstrom — Bul

200 AMATEUR
Mike Ellis — Yam
James Peck — Bul

250 NOVICE
Ray Vatne — H-D
Dick Lewis — Bul

250 AMATEUR
Gerald Henderson — Bul
Bill Krill — Yam

250 EXPERT
Carl Cranke — Suz
Tim Fitzgerald — Bul

ELSINORE
June 3, 1967

OPEN NOVICE MAIN
J. Myer — Tri
J. Maynard — Hon
T. Simpson — Tri

100 EXPERT MAIN
R. Nichols
B. Speier — Bri
S. James — Hod

200-250 EXPERT MAIN
F. Edwards
J. Kopp — Gre
G. Musselman — Mon

HEATS
100 NOVICE
S. Larson — Hod
M. Carver — Hod
K. Wilson — Hod

200-250 NOVICE
L. Verdoorn — Bul
D. Willardson — H-D
J. Grant — Suz

350 NOVICE
J. Maynard — Hon
A. Hindelang — Hon
K. McKenzie — Gre

500 NOVICE
D. Harlow — BSA
A. Hindelang — Hon
J. Vissat — Tri

500 OPEN EXPERT
G. Hornet — BSA
J. Bailey — BSA
J. Isaacs — BSA

SWEEPSTAKES
G. Hornet — BSA
J. Kopp — Gre
J. Myer — Tri

MESA SPEEDWAY
May 28, 1967

100cc NOVICE
1. Dave Itami — Bri
2. Don Emde — Bul
3. Jim Harmon — Yam
4. Dave Caddich — Bri

100cc EXPERT
1. J. Payne III — Hod
2. G. Brown — Bri
3. J. Dunn — Bri
4. W. Hosaka — Hod

200cc EXPERT
1. D. Sachs — Bul
2. T. Mullkey — Bul
3. D. Silverthorne — Bul
4. E. Hereth — Hon

250cc NOVICE
1. B. Richardson — Mon
2. S. Goin — Duc
3. D. Roszell — Duc
4. M. Burke — Gre

250cc AM. & EXPERT
1. D. Mills — Bul
2. L. Williford — Duc
3. R. Yost — Mon
4. H. Kessinger — Duc

500cc NOVICE
1. G. Nobbs — Tri
2. T. Daily — BSA
3. R. Dodson — Tri
4. T. Livesay — Hon

OPEN EXPERT
1. W. Schieffer — Tri
2. D. Mills — Tri
3. F. Williamson — Tri
4. D. Clemo — Tri

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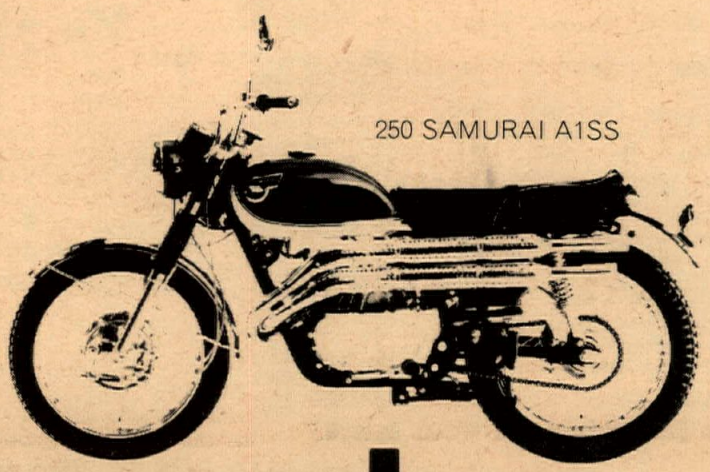
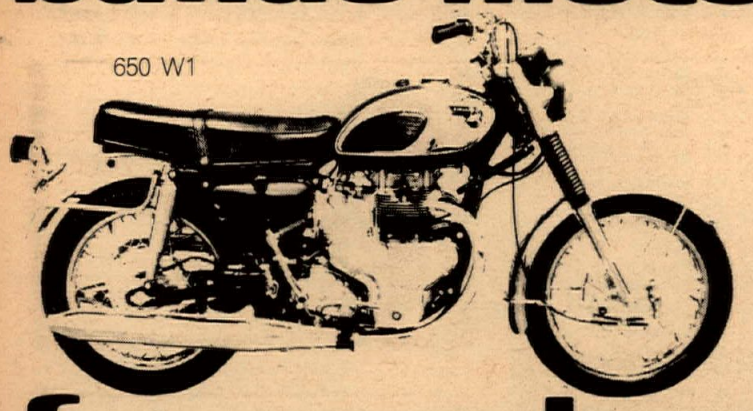

250 SAMURAI A1SS

builds motorcycles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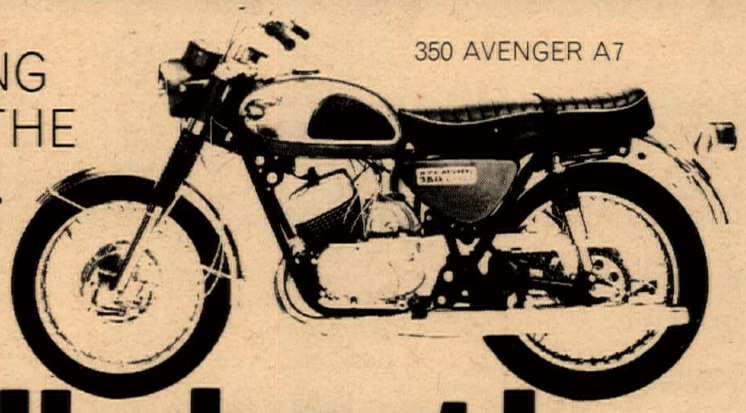
350 AVENGER A7

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Dan Haaby, winner of the half-mile Main, also took Ascot Trophy honors at the TT. Gary Bray, left, built both BSA's.

HAABY UPHOLDS BSA HONORS—CAPTURES ASCOT HALF-MILER

For the first time ever Sammy Tanner missed a race at Ascot due to a minor injury. Sammy watched last week's half-mile from the press box due to a spill and swollen hand at Tulare from the week before.

Had he been racing he would have had his work cut out for him as Dan Haaby, Mel Lacher and Chuck Jones were running at a record breaking clip.

All three won their respective heat races before Jones came back for the upset of the season to defeat Lacher and Haaby in the Trophy Dash. It was Chuck's first dash win at his home track since he turned Expert three years ago.

The Main Event was again a two rider duel between Lacher and Haaby. Mel led by a narrow margin the first seven laps before Dan moved on by.

Lacher was shooting to make it two straight but could not hold off the BSA ace who was trying out a new short-rod engine.

Jan Crawford then came on to win his second Amateur Main Event of the season but was challenged much of the way by Northern rider, Roger Goldthwaite.

The Novice class kept its weekly surprise package open and came up for the second time with Rick Ellisarranas as the winner over point leader Dave Smith. Two time winner, Rick Woods has lost his early season ride and watched this one from the pits.

(Results on page 20)

MOTOR MAID RUN SUCCESSFUL

Story by Dale McKinnon

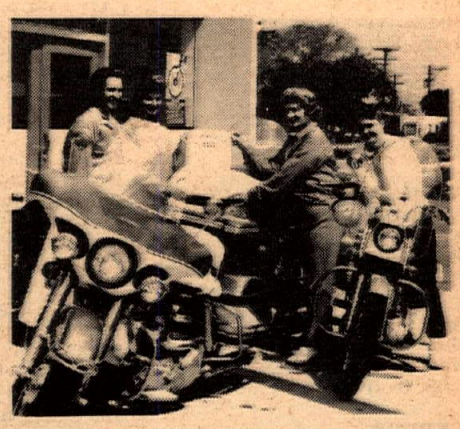
The Northern Calif. Motor Maids Poker Run was a mild success. Around nine a.m. the riders started pouring in from all directions. The Southern Calif. Motor Maids were represented by Phyllis Clark who traveled 450 miles to take part and walk away with the Man-Mile award.

The Stockton Club got a trophy for first place in best Poker Hand and fourth place. William Ruge took top honors. They also came in second in club participation with 14 members. Top honors went to the Modesto Club with 22.

The Flying Wheels of Manteca weren't to be outdone in that Eleanore Eaves and Rose Dreher took second and third in best Poker Hand and the club came in third in club participation.

Charles Rosson, from Vallejo, took the Lo-Ball Trophy home.

MOTOR MAIDS INC.



RIDERS & WRITERS...WHY NOT?

By Ray E. Warner

Perhaps there are more motorcycle enthusiasts, like me, who would take a shot at newspaper writing with just a little encouragement and a few helpful tips. I'd like to spend a few minutes describing how I prepare my material... which ultimately appears in print. My purpose and sincere hope is that I might help others see their names on a byline (perhaps in this newspaper) which is truly a very great thrill. Also, Cycle News pays you for stories and pictures.

The cardinal rule of reporting is this: *ALWAYS REMEMBER TO INCLUDE THE HOW, WHERE, WHEN, AND WHO.* And as for that all-important "WHO"... be sure to get *all* the names of those involved, and *be sure to spell them correctly.*

I usually jot down the original notes on an article in longhand. Then I write the second version, with wide margins and triple spaced, on my typewriter. Then I make my pencil revisions and corrections in these wide spaces (left on purpose for this last-minute polishing. Then comes the final typing job, double-spaced this time ... nice clean copy to send to the paper.

A writing project isn't wrapped up in just one lick... it takes time and thought, but it's not as difficult as many people believe it to be. I think that anyone who has purchased a bike and raced in competition, with all the time and money that this can involve, should have developed enough interest to eventually want to write about it ... to tell other people about it.

Cycle News pays you 50¢ for every column inch of copy and $2 each for pictures printed under your name... which makes it quite worth while. I feel certain that there are many motorcycle riders, (both men and women) and spectators too, who could become very skillful writing about motorcycle events and outings.

Why not have at it just one time and see what happens? I sincerely wish the best of luck to those who try.

IT'S HERE

The new Triumph Tri-Cor Accessory Catalog is now available to all Motorcycle Dealers in the Eastern United States. Triumph riders and enthusiasts are requested to ask their local Motorcycle Dealer for their copy as it is available through Eastern Motorcycle Dealers only.

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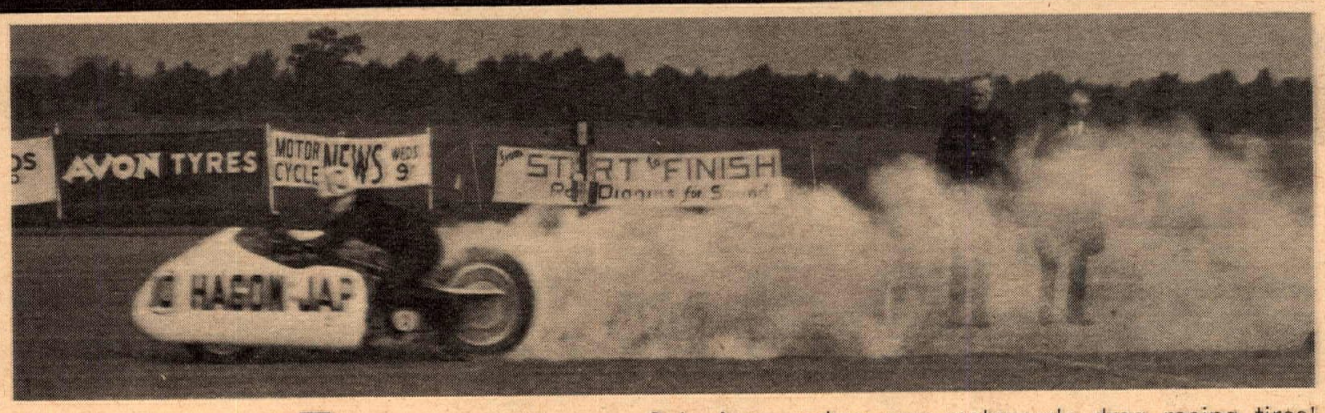
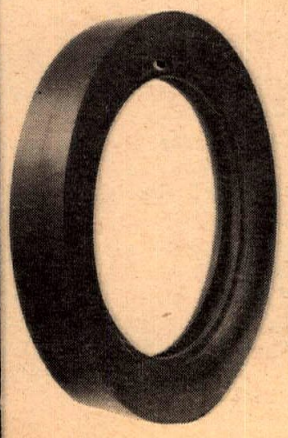
(see page 31.)





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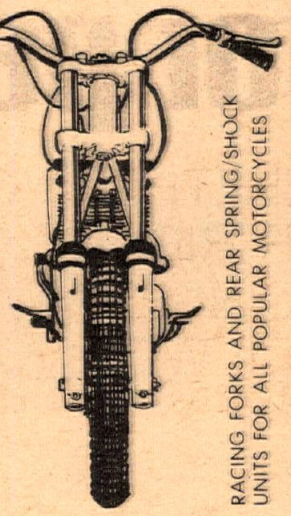

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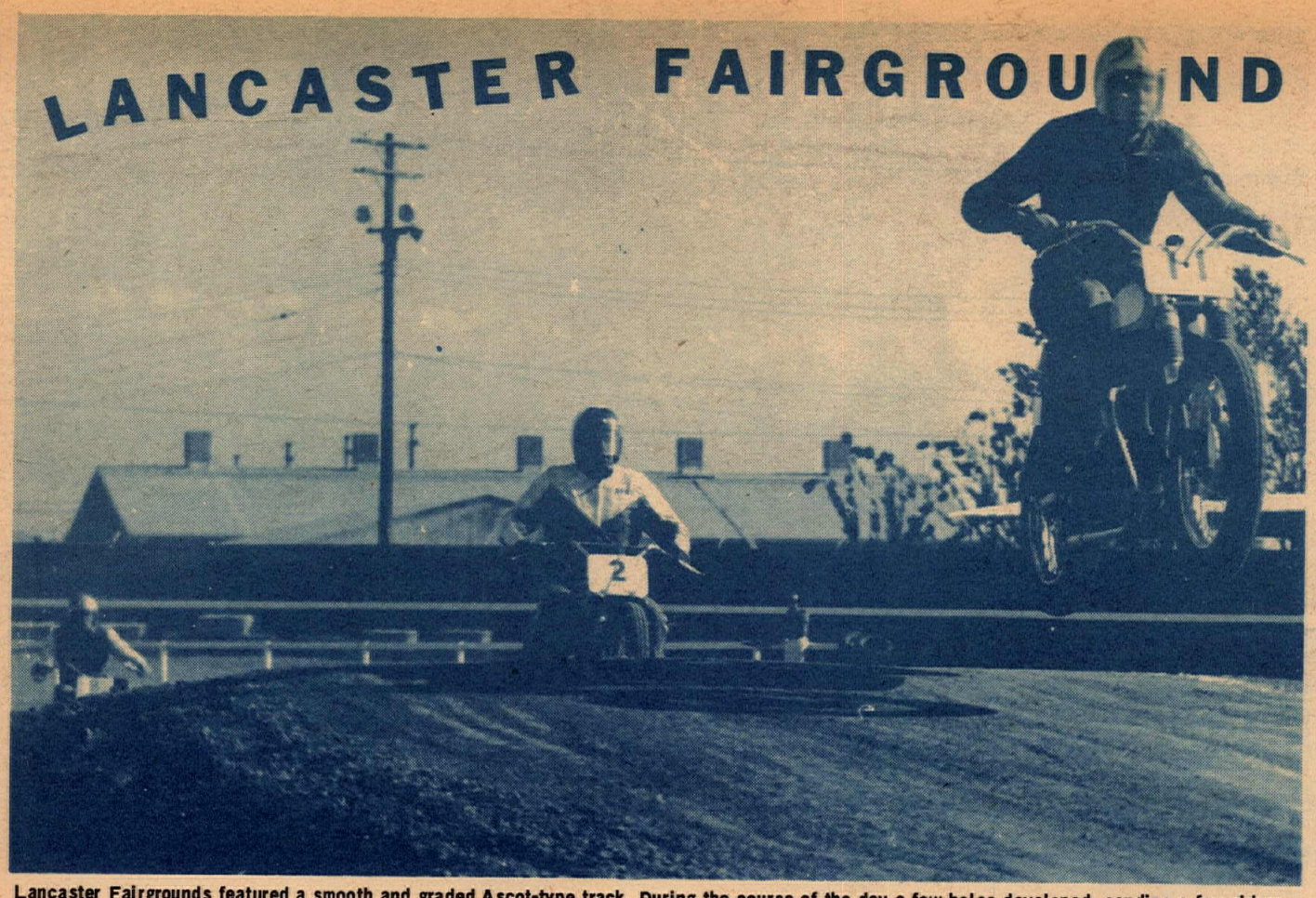
LANCASTER FAIRGROUND



Lancaster Fairgrounds featured a smooth and graded Ascot-type track. During the course of the day a few holes developed, sending a few riders on some rather unexpected trips.

Story and photos by Maureen Lee

We scrambled around at Lancaster on Memorial Day and what a nice change that was! Really first class accomodations (inspite of all the dirt blowing around). The Rams had a building to do their paper work in, the pits were great and we all had running water to wash in after the battle. Best of all, the crowd turnout was good and when it's a benefit race, that's what we like to see!

Loverly Holes

Wish we had had the results in time for my deadline, as there was good racing! The track was fast and as slippery as h..l,er...ice and as the day went along some loverly (sic) holes opened up so that one minute you were in a full lock slide and then suddenly bashing through the boonies. One tremendous race was between Jim Doron and Wade Zimmerman. Jim ended up the winner but it was a real bash and in one moto Jim's pipe came off and so did his brake lever with bits all around the track. But he was put back together again in time for the next trip out!

The Sidehack Association kept the crowd entertained and added a few more grey hairs to this old head when the starter let them all go for their first moto while an enormous grader was still on the track. We know 'hacks and hackers are almost indestructible but there is a limit!

Crash of the Day

Home-town favorite was Larry Wilburn and he didn't let his neighbors down as he took the 500cc win. Ben Fakkeldy again wailed on the Open Expert class, that's two well-earned wins in a row now for Ben. He looks good!

Crash of the day had to be Rick James in the 250 Expert class. They were all going like there was no tomorrow, with Rick in the lead, Lee Stumpenhous right on his tail, and Jim Connolly on his Greeves moving up fast. On the nasty little right-hander after the jump Rick really wiped out and Lee had no place to go but into him and down hard himself. Showing once again that we do have Sportsman riders who aren't out there to win at all costs, Lee got up and wouldn't continue until he found out that Rick was up and moving around o.k. Then he went on to make up for lost time. Connolly meanwhile had the rest of the troops passed and was on his way to a hard-ridden and well-earned first place much to the delight of all the of all the Greeves supporters.

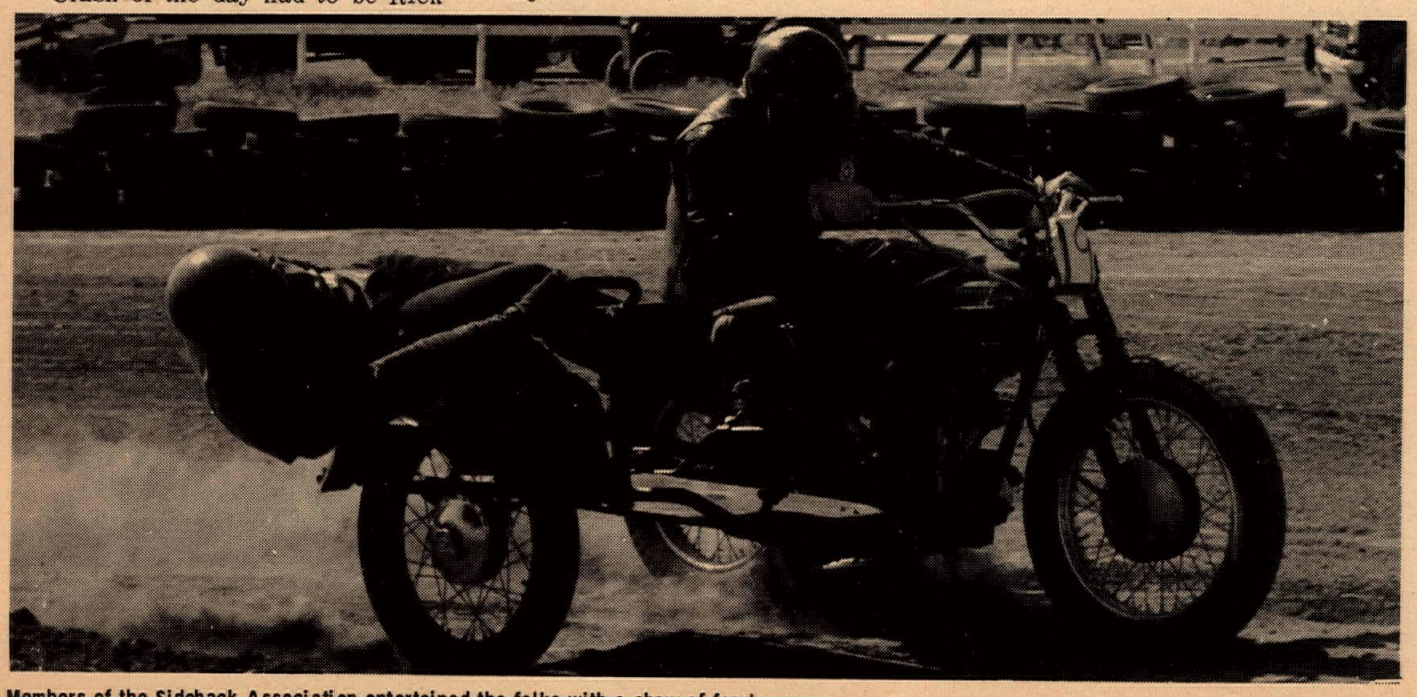
Desert Visitors

The racing ended with an invasion of riders from the desert who had already competed at the Ponderosa but showed up to have a share of the fun. They ran "hooligans" and although I know I am sticking my neck out a lot of those guys could show some of our scrambles aces the way around that track! One we'll tab as an example was Lon Peterson on a Rickman Metisse. I just wonder what would have happened if that youngster had ridden in the scrambles classes!

The day ended with a trophy presentation as elegant as any at a pro track and trophies were the absolutley beautiful and were excellent for the occasion as part of their decoration was an American soldier in battle dress to remind us all again that after all, it was Memorial Day.

Wow, this cat's really getting dusted!

Results on page 20.



Members of the Sidehack Association entertained the folks with a show of fearlessness.

SCORCHER AT SPROCKETS PARK

by Stan Coffee

Motorcycle racers have to be the most dedicated group of hobbyists going. When anyone with good sense would have sat at home under the air conditioner lifting a cool one, a large group ventured to Bakersfield to do battle under a blazing sun that shot the mercury to one hundred and fifteen degrees.

Several riders just couldn't climb back in the saddle after the first go-round. The heat didn't do the track any good either and the water truck couldn't keep up with the dryness that resulted.

Double Win

"Mighty Mike" Lane was one rider who didn't seem to be bothered by the temperature and came through with a double win. Mike rode a new one-twenty Kawasaki to victory in the ring-a-ding class and led the Bultaco parade home in the 200 rounds. Warren Sanders was the Amateur Class winner behind Lane in the little bike rounds and Randy Smith (who has been winning everywhere lately) took the toll of the 200 Amateurs.

Hodaka-mounted Ron Tobey did the job on Jerry Sander's Suzuki in the 90cc Novice class and Ray Yinger outsped Steve Davis and "Dirty Ernie" Winslow for the 200cc Novice win.

Heartache And Delight

The "Fifteen Inchers" provided their usual great show. In the beginners division, the Main Event was filled with both heartache and delight — Delight for Tom Church, who took his "Taco" to the lead on the first lap, and winged it all the way to the flag. The heartache belonged to Max Carpenter. Max is just starting this crazy game and was working his way through the pack like a veteran. When he made it to second and set sail for Church, he performed one of those long, slow controlled falls and had to be content with the caboose label. Bill Donley then moved into second, followed by John Stockton.

Northern Challenge

The Amateur-Expert main looked like an instant-replay. Only the names were changed. The "Paso Robles Kid" Wayne Schmidt pushed his CZ to the lead almost from the start and never looked back. Mike Taylor had the misfortune of being cast as the "Fall-guy" this time. After holding on to the second overall Mike lost it on the last lap. Don Hughes moved into the position followed by Expert Frank Rosebery, Butch Bevins, and Pete Fife, who has been coming back strong after a period of semi-retirement.

The two fifty Amateurs and Experts that run Bakersfield got together after the race and decided to issue a challenge to the Southland shoes. "If any of you guys around L.A. think you go fast on your 250's, come on up to Bakersfield June tenth for some 'cool of the night' racing and we'll see" is the quote I was supposed to print. I won't predict the outcome if some of you go north, but whoever comes out on top won't do it easily.

It would be quite a race if John Riggen, Keith Mashburn, Lee Stumpenhaus, Gene Cannaday, John Sprague, Dave Ham and the other fast guys from the Southland journeyed north to do battle with Joey Brown, Wayne Schmidt, Don Harms, Tracy Bright, Midge Griffith, Don Hughes, The Roseberry Bros. Jay Carter and many more central Calif. "Shoes". We could even throw in Bill Silverthorn and Chuck Baker and some of the other "Dago" chargers. It may never come off, but the Bakersfield area boys are looking for a little competition from out side the area.

A Flyin' Swede

The Nov-Am. moto, was strictly a Rick Elisarraras affair all day. The "Flyin' Swede" (who coined that title?) had little trouble keeping his beautifully prepared twenty-one inch Beezer ahead of Joe Garban's Triumph and played it cool once he moved to the front.

The Open Novice class melted down to only two riders for the final round and Larry Garban bested Stan Meeks for the win.

The flag is up and riders scramble toward their machines for the start of the Calico 100. The all-trail bike event was held on a dry lake bed near Barstow, Calif.

★★★★ MACKIE MASTERS CALICO 100 ★★★★

C.L. Mackie found his way through the dust to capture first place by a wide margin in the Hi Jinx's third annual 'Calico 100' at the Calico dry lake bed 10 miles east of Barstow on May 28.

Mackies' Honda S-90 finished the grueling 100 miles more than a lap ahead of second placer Freddie Mendez, also on a Honda S-90.

Third place honors went to Frank Vallefuoco and his potent Hodaka, while fourth place in the 125cc class went to John Welborn, who rode a Yamaha 100 single.

First place in the 80cc class went to Jim Tripp, aboard an 80 Yamaha, who also took seventh overall. Tripp barely edged Gene Hester for the win, Hester coming in second on his Yamaha 80.

Third and fourth places respectively in the 80 class went to Doug Leach and Bill O'Neill, both on Yamahas.

Lake Circuit

The course was limed out entirely on dry lake bed and featured several right and left hand 90 degree turns, and a half mile straight away. The circuit was 2½ miles long.

Only one third of the excellent turnout saw the end of the race as the heat, dust, rider fatigue, and bike malfunctions finished off the entries one by one.

The 'Calico 100' originated two years ago by the Hi Jinx, and has become one of the most popular trail bike races in California.

Mackie completed the race in a little under four hours — a 25 miles per hour average. The last finisher straggled across the line some 45 minutes later.

Le Mans Start

The riders lined up for the Le Mans style start dead engine start, and at precisely 10:30 a.m., flagman Brian Jenkins dropped the banner.

Fred Mendez, starting from the pole position, grabbed the lead at the first tire, with Steve Paul, Keith Tennis, and Larry Welborn in hot pursuit.

Tennis fell on the third turn, causing a minor traffic jam at the corner. Welborn, having cleared the pile up, vaulted into the lead midway through the lap, Paul moving up to second. John Welborn passed Mendez to take over third making it a three bike race, as the trip began to pull away from the field.

Trials...

The leader developed trouble in his exhaust system after the third lap, and had to pit, giving the lead to Paul. John Welborn, in second place by only about two seconds, fouled a plug on the fourth lap, and Paul had the track to himself.

Harry Bachelor cleared his way into second place by the end of the seventh lap, but blew up his engine on the next circuit. Paul still had a half a lap lead on the field.

Tribulations

Bad luck struck the leader next, as he seized the engine of his Bridgestone Scrambler on the twelfth lap, and was forced to retire from the race. Mackie inherited the number one spot, and was never headed after this point.

The closest anyone came to taking the lead after that was on the leaders 35th lap when Frank Vallefuoco's Hodaka developed air cleaner trouble however, and he was forced to settle for third place.

One surprising factor in the race was the fact that Bill O'Neill was as high as third place midway through the 100 miles on a Yamaha 80.

Freddie Mendez kept up his steady pace through out the enduro, and kept his machine out of trouble to gain an easy second place.

And Comebacks

John Welborn remedied his early problems after dropping off to as far down as twentieth place, moved up to second and almost to third. He almost caught Vallefuoco on the final lap, before his engine soured once again.

Steve Bachelor ran a steady race to place fifth, with Keith Tennis taking sixth. George Ramey qualified for a trophy by grabbing eighth in the 125cc class.

Yamahas and Hondas dominated the entries, with a relatively few Bridgestones, Hodakas, and Suzukis.

The next such race to be sponsored by the Hi Jinx will be the third annual 'Calico 50' at a new location, El Mirage Dry Lake, on the Fourth of July weekend. Look for details in Cycle News.

The leaders are off and running and disappear in a cloud of dust. Some of the stragglers are left behind, including this pint-sized scrambles master, who is trying to get his machine off the center stand.

Larry Wellborn, on a 100 Yamaha twin, lays a dust screen rounding one of the turns.

Frank Vallefuoco on the Hodaka which carried him to first place.

FULTON BOMBS BRECKINRIDGE

by Russel Whittinghill

CAMP BRECKINRIDGE KENTUCKY May 21— The 5th running of the Camp Breckinridge Races witnessed a demonstration of road racing finesse by Walt Fulton, III, of Orange, California (H-D) and Ron Muir, Carbondale, Illinois (Suzuki).

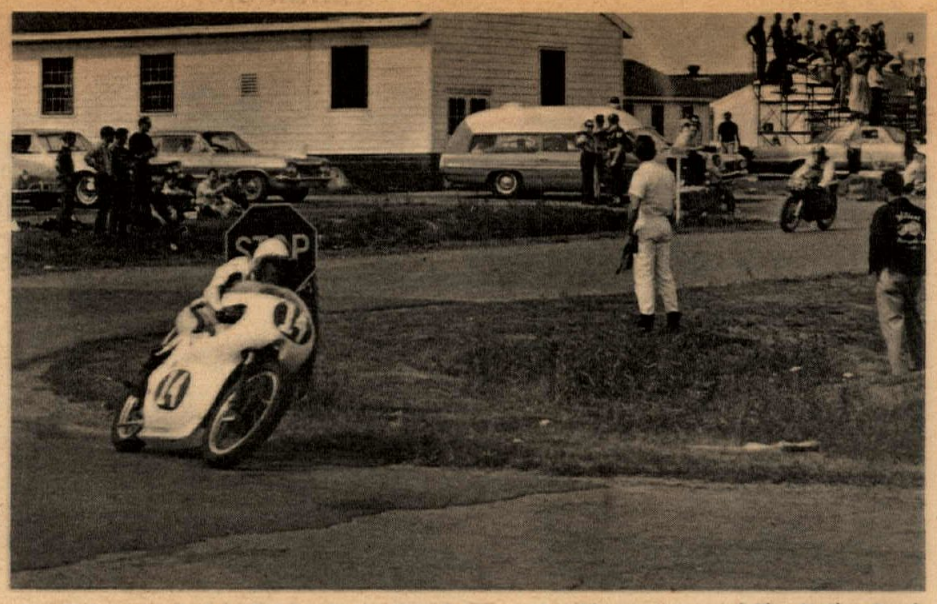
After a 3rd row start in the 250 Main, Fulton edged past the trio of Pohland, Browning, and Laux, and set out after Muir who has executed a "scaled-cat" start to open a block lead after three laps. Fulton drafted Muir for three laps to move ahead on Lap #10 in the right hander. Lap times approached 60 mph, almost 6 mph faster than last year. Fulton and Muir were going like smoke on the slick course, lapping most of the 29 starters.

On Lap 11, Jim Browning, Evansville, Indiana, (Honda) running 3rd missed a downshift and high-sided through the Warehouse Road intersection. Pohland, Milwaukee (H-D) and Laux, Appleton, Wisc. (Ducati) slipped past. Browning remounted to finish 5th.

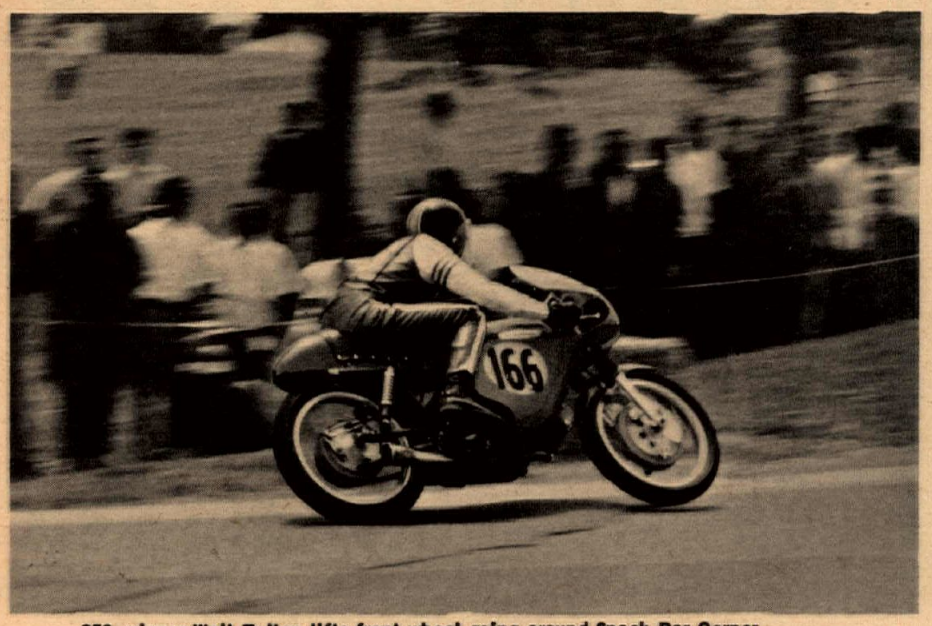
Fulton leading by 8 seconds on Lap 17, lost his manifold pipe with Muir closing to 5 seconds, 1 lap to go. Fulton tucked in close, led home by 4 seconds.

The 175 class was run concurrently with the 250's, with the "Flying" Eugene Johnson, Rock Island, Ill. (Bridgestone) finishing 8th overall, 2nd place sent to Ken Thomas, Murray, Ky. (Honda) 12th overall, and 3rd to Glen Spiller, Evansville, Indiana (Ossa), 13th overall. The 175 riders really had their spurs in fo finish ahead of many 250's.

Jerry Holm, Pepria, Ill. (Kawasaki) won by the largest margin of the day. Teammate, Ken Barth, 2nd was comfortably ahead of Cassell Burke, St. Charles, Missouri (Yamaha), who was drafted home by Jesse Thomas, Cadiz, Ky. (Bridgestone).

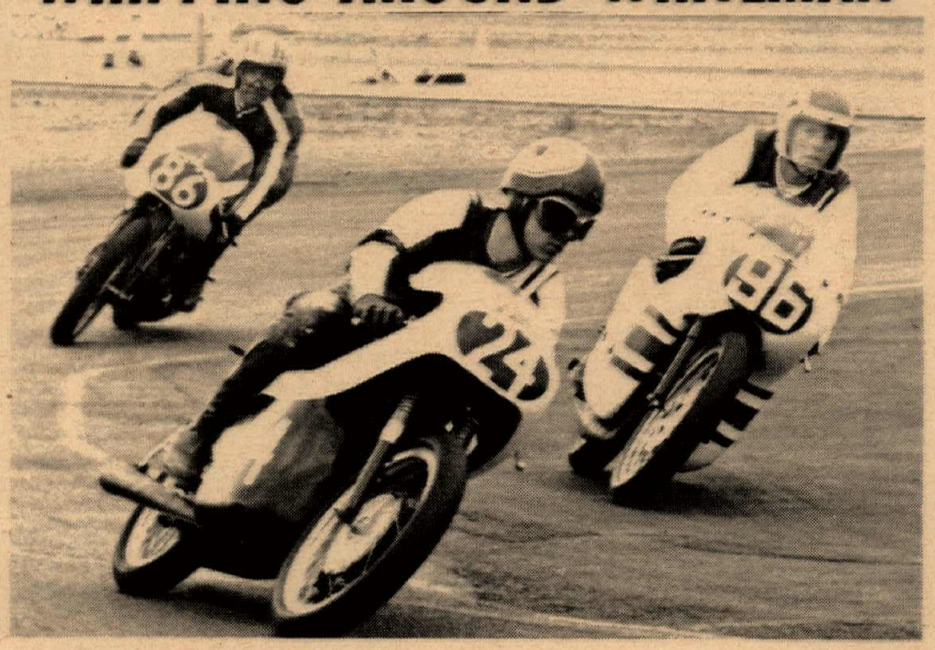


Ron Muir, second place finisher in the 250 class on a Suzuki swoops around Fire Station Bend.

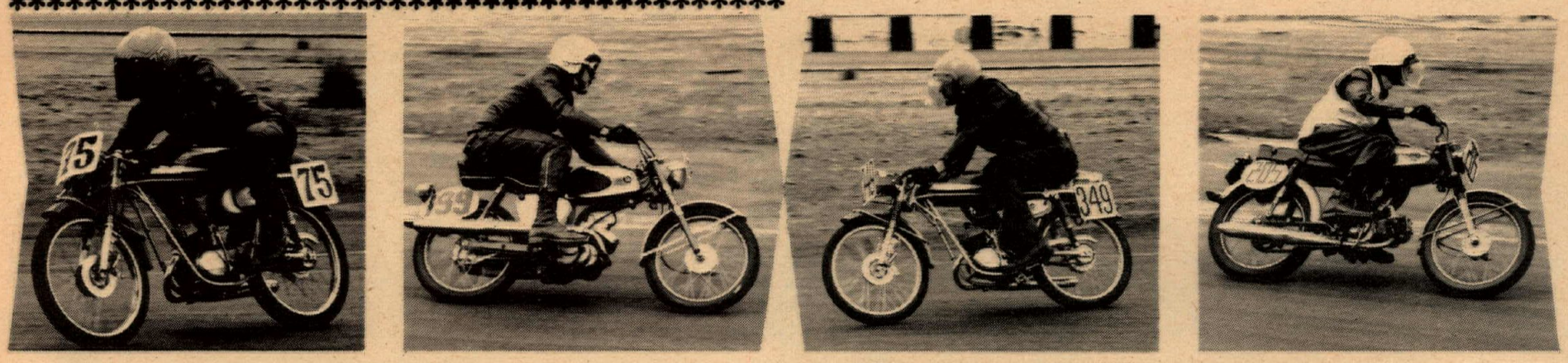


250 winner Walt Fulton lifts front wheel going around Snack Bar Corner.

WHIPPING AROUND WHITEMAN



Steve McLaughlin looks unperturbed by the presence of Ron Pierce and Duane Bracken.



Teacuppers in action at the Whiteman aerodrome: Lawrence Singer (Mondial), Mike Capalite (Suzuki), Bill Giles (Mondial), Edmund Light (Honda).

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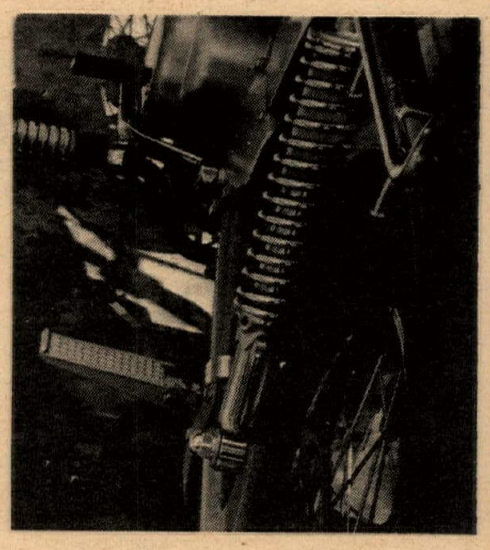

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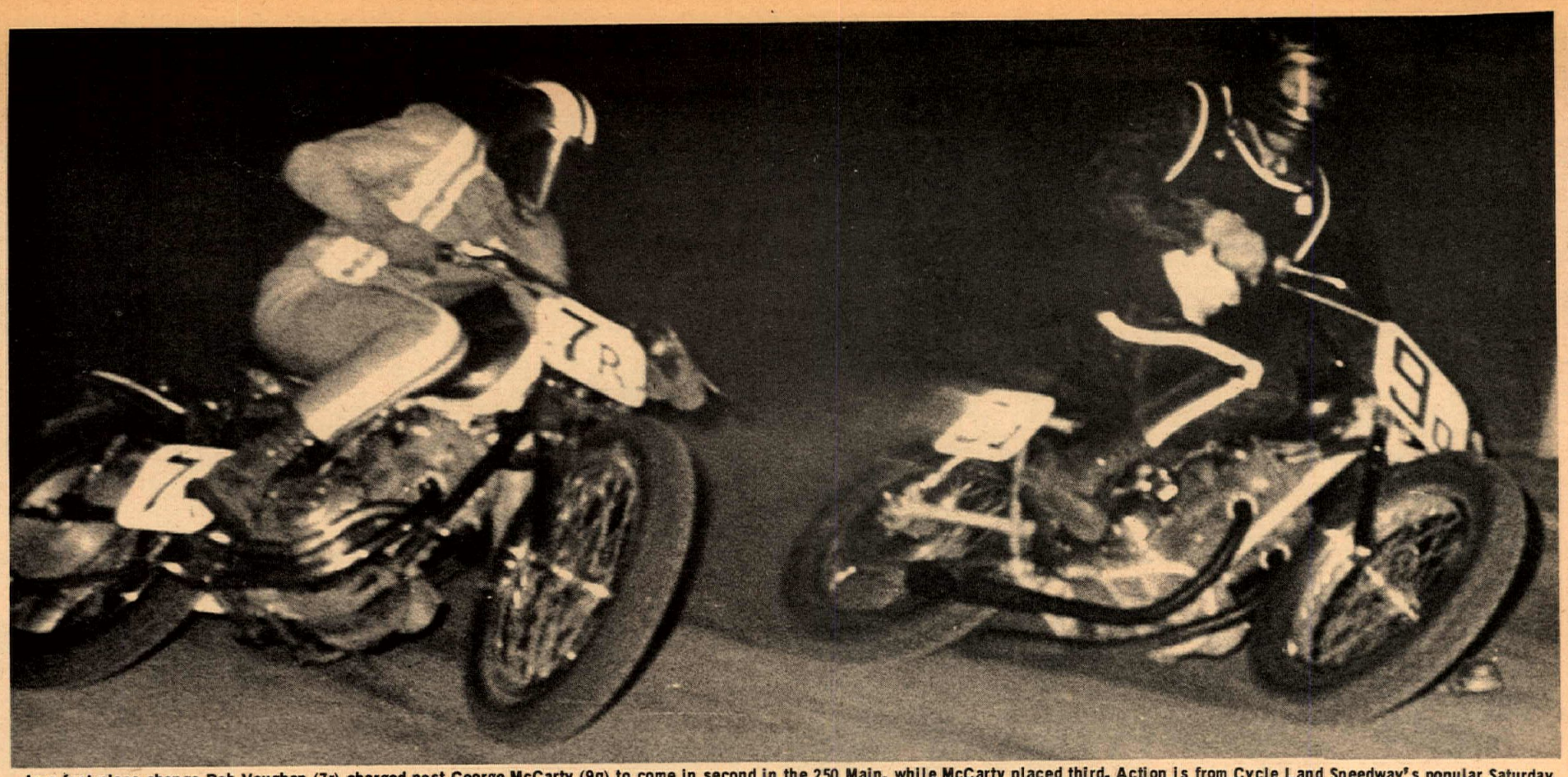

In a fast place change Bob Vaughan (7r) charged past George McCarty (9q) to come in second in the 250 Main, while McCarty placed third. Action is from Cycle Land Speedway's popular Saturday night flat track.

SCRATCH DASH TIME ••••• AT CYCLELAND •••••

Story & Photos by Carolyn Richards

38 riders showed up Saturday, May 27, at Cycle-Land Speedway, near Chico, to go flattracking and participate in a new event – the scratch dash.

First place winners in each class were given five-yard handicaps for each win. In the scratch dash, the riders with the greatest handicaps are given even starts.

Winners of the new race (new to Cycle-Land anyway) were Manfred Heyrend of Oroville, who rode a 100cc Yamaha; Harold Toby of North Highlands, who won the honors in the 200cc dash, and Honda-mounted Bob Vaughan, Oroville, who took the trophy in the 250cc class.

There were three heats in the 100 class with the first and second place winner of each Semi also earned the right to take part in the eight-lap go.

Hodaka Puts On the Heat

This Main was exciting and undecided the first two laps, after which Tom Bruckenstein took the lead on his Hodaka, followed by Steven Goff of Oroville and Yamaha-riding Mainer Richards, also from Gold Town, in third place.

All 200cc riders who finished the heat rode in the Main, which Mike Rockwell of Oroville took with ease on his Honda 160. Right behind Rockwell was Toby on his Bultaco, and closely on Toby's heels came Ted Bard, Red Bluff, also riding a Honda 160.

The 250 Main was composed of all racers finishing the heat. Steve Lazarini, all the way from Martinez, took the checkered on his Bultaco.

Mainer Richards, Novice Yamaha rider from Oroville, leads the pack out of the lower corner at Cycle Land Speedway.

Second and third place was hotly contested all eight laps and only in the final few feet did Vaughan manage to take George McCarty of Red Bluff on the outside to take home a second piece of brass.

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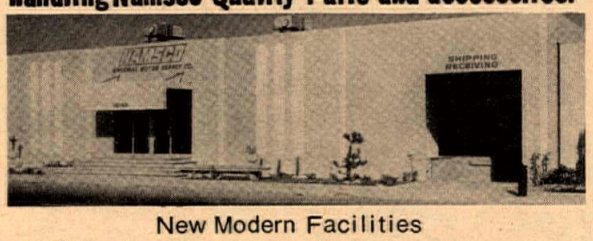

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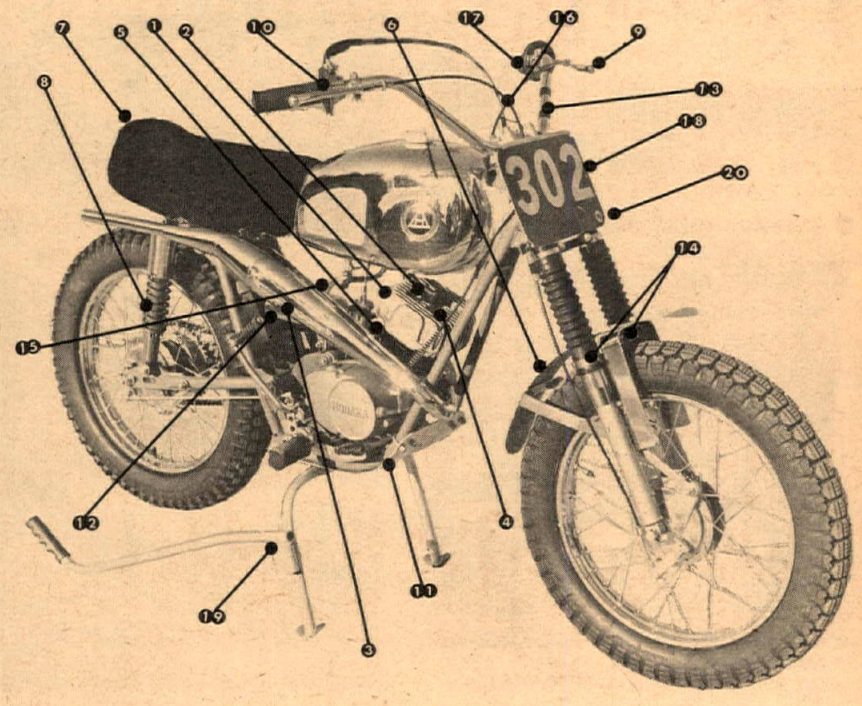

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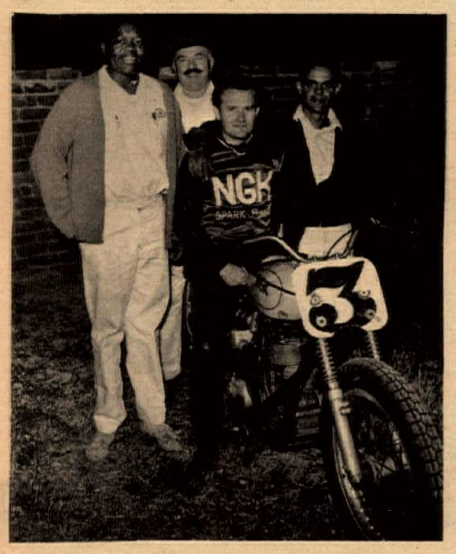
Combined Amateurs and Experts burn off the line at Merced County Fairgrounds. The Main Event was taken by Roger Goldthwaite, second from left.

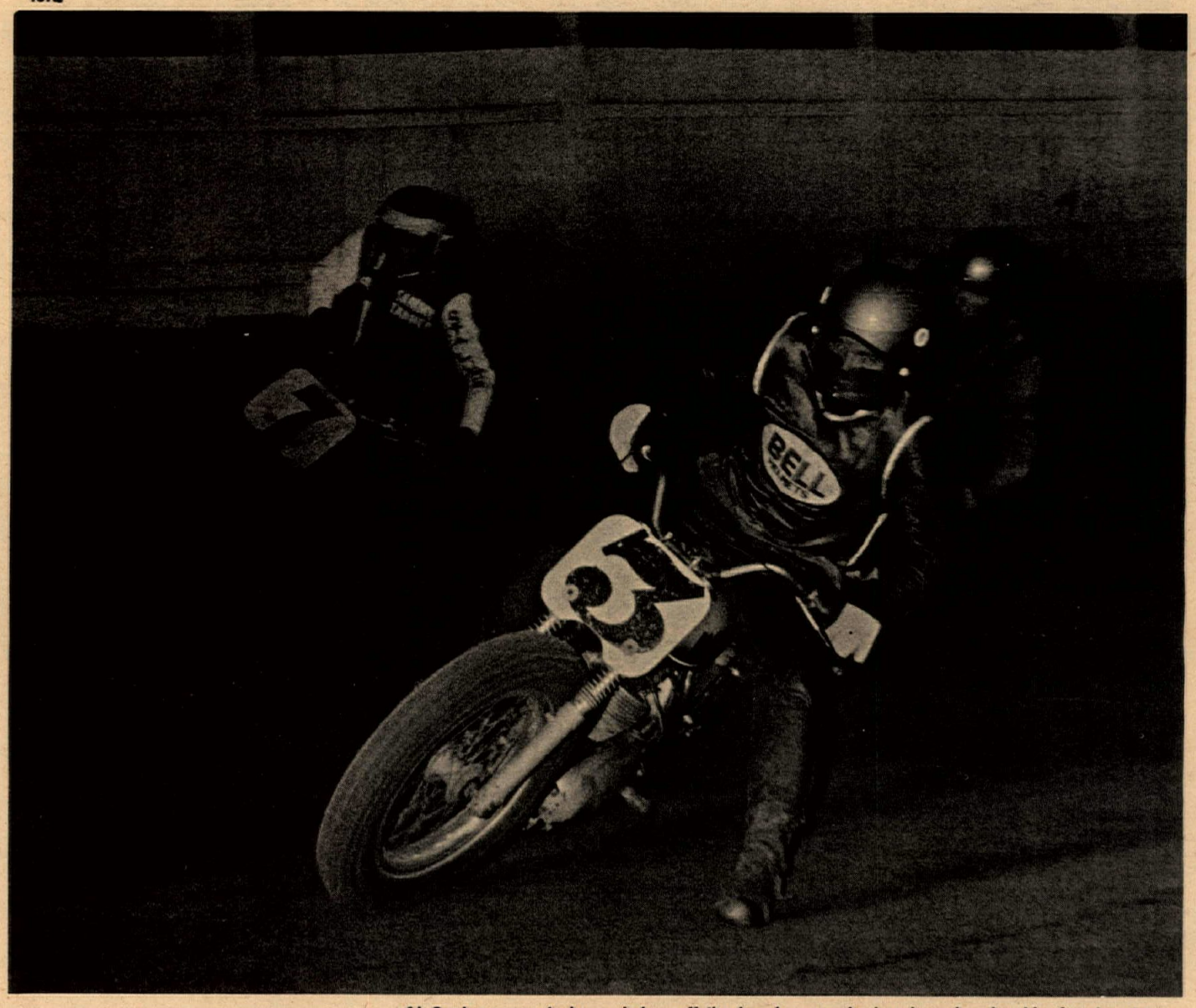
NORCAL Continued from page 10

The Expert Main was another story. Early in the event Sammy Tanner was starting to make his move. As he and Cal Rayborn were coming onto the front chute, Cal started to high-side, he turned up the wick and got it all sideways. At this point, Tanner got into it and both of them went down. After the dirt settled, Cal's bike was hanging in the fence (8 feet up) and Cal was under Sammy's BSA. Both riders walked away. It was the most spectacular crash ever seen at Tulare. Meanwhile Al Gunter passed Sammy and Cal and went on to win the Main Event. Johnny Isaacs took second and Jim Berry third.

Continued on page 29



Gunter is flanked by his happy pit crew. Pictured from left to right are Hardy Allen, Hungry Balaint and tuner Freddy Pereira.



Al Gunter seems to have shaken off the boogie man who has been bugging him for almost two years. The Alhambra ace turned back all contenders and walked off with the Tulare feature. Here's living that Slidin' Al slides again!

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NORTHERN CALIFORNIA CONTINUED — 5 RACES IN 4 DAYS

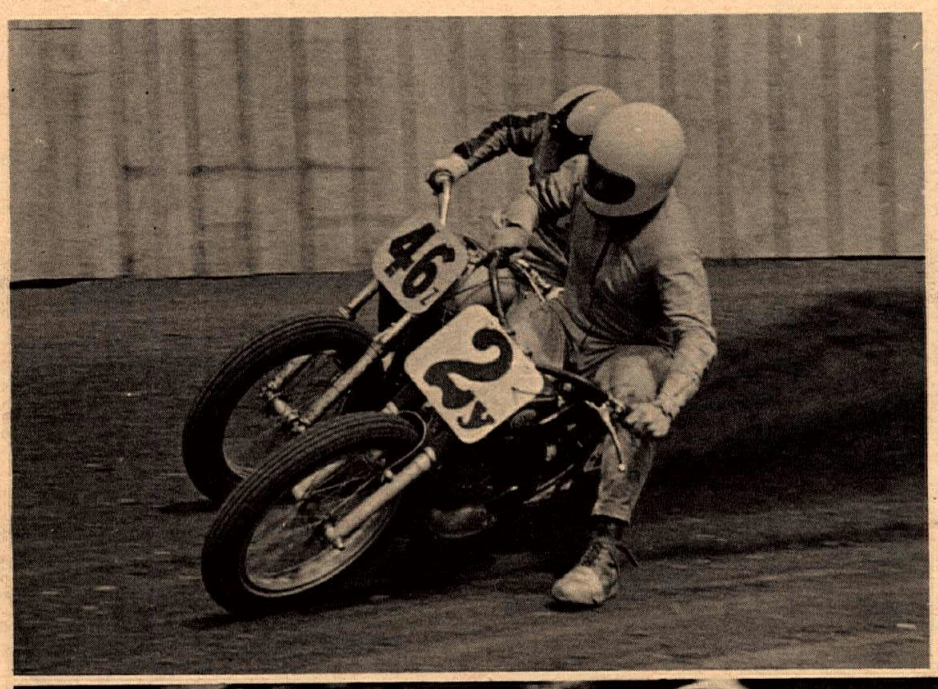
heat race, seesawing back and forth on the back chute, with Mike finally taking the checkered flag first. In the Semi though, Al made up for what he missed. He took the lead and held it all the way. In the same event, Shorty Seabourne, whose motorcycle didn't arrive, borrowed a Novice's 250cc Suzuki and finished as first alternate against 500cc competition.

Spectators could hardly see the action for rooster tails in the Expert Trophy Dash. Cal Rayborn grabbed the lead and held it from Pat Gosch and Van Ness. The Flying Flea, Sammy Tanner, shut off in the back chute before receiving the yellow flag.

Jim Odom took the lead in his Amateur heat and built up enough of a lead that when his ignition fouled he literally coasted three out of the five laps to win and still make the fastest heat time! In the time allowed between the heats and the Semis, he repaired his bike and won his Semi. He then went on to win the Trophy Dash by ¼ of a lap and the Main Event by almost a half a lap.

Continued on page 31

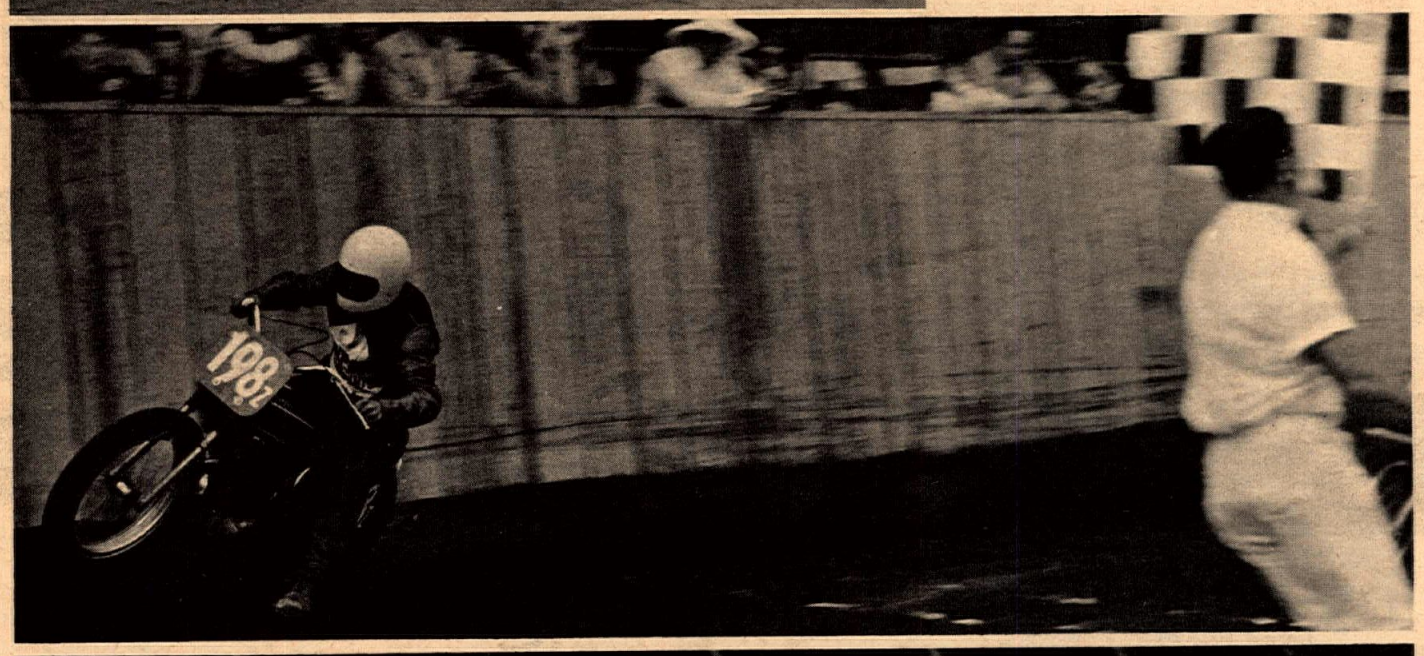
All the big guns are lined up, waiting for the start of a merry Monterey tailpipe chase.



Above: Goldthwaite and Odom disappear into the night.

Left: Gus Lauer and Mike Yam, footpeg to footpeg.

Below: Carl Cranke lifts a wheel as he gets extra bite coming out of a corner.



Sammy Tanner is obscured by a dust cloud thrown up by Cal Rayborn: Photo was taken moments before both crashed.

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THE FINISH LINE

By Roxy Rockwood

Another busy double-header weekend is out of the way at Ascot with Friday night finding Chuck Jones again showing that this will be his best year by far and Skip Van Leeuwen proved that he is the rider to beat in the Ascot TT National on July 22nd.

Personalities

It was a busy place in the press box, also. Tulare promoters, Bill Cumbie and Tom Clark was there. Portland National sponsor Jack Leigh was there and Harold Murrell was there for San Jose and Santa Rosa.

The Tulare entry deadline for the five mile National on July 1st is midnight this weekend and Cumbie and Clark were in town to check with the riders and finalize the event.

The Tulare National will be a first time affair with the time trials and a Novice race on Friday night, June 30th. They are looking for a large invasion from the East and Midwest to spice the show.

Portland Mile

Portland's 20 mile National on the mile track keeps picking up steam as Jack Leigh is already pouring the publicity into the Northwest for the July 16th race. He has the only track going that will offer a glass-enclosed grandstand with air conditioning!! He pointed out that it is only a two hour flight time from Los Angeles to Portland and looks for between 15,000 and 20,000 people to be on hand for the first race since 1955.

Murrell is again getting his next winter indoor races set up for San Francisco and Oakland but is pushing hard now for a non-National mile track date on July 30th for Santa Rosa.

He feels that the great majority of top riders from all over the country will be in California during July and this half-way point between the Northwest and Southern Calif. would be an ideal spot for a rematch two weeks after the Portland mile date. Final details will come in the next couple of weeks.

Displaced Heidelburg

This Sunday the National trail swings to Louisville, Ky. for the 15 miler that was pulled out of Heidelburg, Pa. a couple of months ago. No rider has ever ridden the track so the door is open. Don't bet that Markel will have troubles two times in a row.

Nixon now leads Roeder and Lawwill by fourteen small points so the National chase should really be interesting when the riders come out here next month for Tulare on July 1st, Castle Rock July 8th, Portland July 16th and the Ascot TT on July 22nd.

Nixon and Roeder are not known for their TT ability and there will be two in July. The half-mile and the mile is another story.

The Tulare promoters, Cumbie and Clark, known as C&C Enterprises, have slated racing for central Calif. and Northern Calif. this year on a regular basis.

Tulare runs twice a month and Sacramento will run TT's twice a month from now on. Sacramento has had water problems with flooding on the track but that looks like a thing of the past the rest of the way.

If you are planning on going to the Tulare National, C&C suggests that you plan ahead and contact a motel at Tulare or Fresno, or Bakersfield as they look for a sellout crowd of over 8,000 for race night on the 1st.

Leigh pointed out another note of interest. There are still two riders active who rode the last Portland mile back in '55 Al Gunter and Dick Mann. Mann was then an Amateur. The winner of that long ago event was Gene Thiesen from Eugene, Oregon. Gene is now a cycle dealer and you can bet he will be on hand to watch and cheer for Mann and Gunter on July 16th.

Congratulations to CYCLE WORLD for another fine show at the LA Sports arena. We need more of this. The show must have again broken all records.

ON THE CHAMPIONSHIP TRAIL

by Judy McKeen

Short track season opened up on the East Coast Saturday night, May 27th. Dorsey Speedway in Maryland was the scene for night short track racing which will go on a weekly basis from now on.

Coming from California were Dick Hammer and Red McKeen. National number 79, Buddy Elmore, hailing from El Paso, Texas was also on hand.

Dead Heat

In the trophy dash it was Nixon and Hammer doing some fabulous racing. One lap it would be Nixon in front, the next Hammer. By the last lap there wasn't one spectator sitting down. Would you believe it was a dead heat. I was sitting on the starting line and I could have sworn it was one bike taking the checkered flag instead of two.

The first heat was won by Nixon on his very fast Triumph. Second was Eddy Adkins on a Ducati, and third was Carl Williamson on a Triumph. The second heat saw Malcolm Doying outspeed everyone on a Bultaco.

Hammer Boo Boo's

Elmore and McKeen both got bad starts and did a good job fighting their way through the pack to make second and third place heat money. The third heat was Hammer all the way, also riding one of Nixon's cubs. Second was Amateur Earl Meyers aboard a Bultaco, and third went to Joe Skelton on a Yamaha. The first Semi again Nixon's all the way, with Malcolm Doying in second, and Red McKeen in third. The second Semi found Hammer carrying the checkered flag around the track. He was doing a beautiful wheelie for the crowd on the back stretch when somehow or other the bike got out from under him and down he went. So off to the hospital went Dick with a broken bone in his foot. It not only put him out of the Main but also out of the 12 mile National at Reading the following day.

The Main Event was won by the hero of Baltimore, Gary Nixon. I believe Gary is one of the most colorful riders in the motorcycle world. The public absolutely loves him. He gives them a great show, and thats what they pay their money to see.

In second was our hot little novice Malcolm Doying. I believe as the weeks progress here at Dorsey that Malcolm will be giving Mr. Nixon a race for his money.

There should be a lot more riders in the weeks to come when they find out that Dorsey is a really bitchin' race track.

O.C. Short Track Returns

They're off and running again at Orange County Speedway with short track racing for bikes with displacements of 100cc, 200cc, 250cc and 500cc. Gates open at 6 p.m., with racing beginning at 8 p.m. Money will be paid to competitors to the tune of 40% of the gate.

ACA head Wes Cooley reports that although 500cc displacement machines will not run on a separate night at this time, they will have a date of the week set apart for themselves as soon as the larger O.C. track is completed.

So, if you have an old JAP or an ESO gathering spiderwebs in your garage bring it on down to Orange County Speedway and give it a try. Big bike short track racing is coming back to stay!

To get there, go south on the Santa Ana Fwy and take the Laguna Canyon offramp. Turn left on Placentia and continue for about two and a half miles. The track is visible from the street.

SUBSCRIPTION BLANK

clip out this blank and send it in today!

"Well, for once everybody is behind me!"

FINISH THE FUNNY CONTEST WINNER

Ed and Loretta Harvey of Downey, Calif. won the latest "Finish the Funny" contest sponsored by Cycle News. Readers had a field day with their senses of humor, writing titles for the backward rider in the cartoon. We thought it would be a tough one to title, but the Harveys' gag line really broke us up. Their winning caption appears beneath the gag picture. They'll get to split the prize, $5 in American currency.

Everyone else who sent in a finish for the funny drew a smile or two from our hard-bitten contest judges. Some of the runners-up were:

"He's a retired designer for the Studebaker Company!"— Jay Wells.

"That's the last time I'll try that service dept!" — John Kincaid.

"I told you I could do a wheelie," said Loser, hitting the front brake!" — Betty Higgins.

"What nudist colony? I didn't see any nudists?" — Mrs. H. Winchester.

"My first race and not a soul ahead of me!"—Ralph Winters Jr. (This was almost a tie, but the winning gag was mailed 4 days earlier).

"I already know the course forward!"—Jack Ferguson.

"This is how Floyd Clymer started!"—John Hedin.

"Was that a weird jump!?"—Norm Walke.

"How's this, Eve!?" — Curtis Quick.

"Man, these European rules are something else!" — Don Coach.

There were 42 entries, all told.

NOR-CAL from page 29

Merced

The quarter-mile dirt track race at Merced was a climax to a long weekend of racing. The weather had been good all weekend and it did not decide to change for Merced. The crowd enthusiastically greeted all the riders and cheered their local boys, but it was evident that Jimmy Odom was their darling. In the riders parade event the mention of his number, 16y, was enough to cause an uproar.

In the heat race he started from the back row and charged up to the lead. During the Main Event he and Roger Goldthwaite had the spectators on the edge of their seats. Jimmy had the lead up to the 11th lap, when he got off the groove and Roger, not one to miss a chance, took over the lead and held it. Roger is another top Amateur in this district with some of the style and smoothness of Dick Dorresteyn.

(Results on page 20)

THE ANSWER MAN

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

LATE NEWS IN BRIEF

Dean Garrison, Grant Rapids, Mich., motorcycle designer, has shattered two long-standing AHRA drag racing records with marks of 12.20 sec. and 114.00 mph in the standing quarter mile on his Kawasaki 250 Samurai.

****

Al (Gus) Lauer of Sacramento scored his first Main Event win at the Monterey Fairgrounds season on May 28th by beating out former winner Mike Yarn by two lengths. Third place went to Ken Weakley of Fremont, and fourth to Carl Cranke of Sacramento. The B Main was won by Dave Smith while second and third places were taken by Mel Schwartz and Bill Graham.

****

Thirteen year old Bill Manley Jr. beat all comers in the lightweight division of the Red Arrow Endurance Run, sponsored by the Sonora Pass M.C.

****

Any individuals interested in building a 50cc road racer just like the one featured in a soon to be released CYCLE NEWS series may obtain one for the price of $150.00 from Roma M.C. Inc., 6264 Van Nuys Blvd., Van Nuys. Motorcycles are brand new and ready to run.

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TRADE: 59 Ford 4wd ½ ton pickup, headers, new springs, shocks, extra gas tanks, water can, gas can, set up to carry bikes, tool box for Rancho or El Camino of equal value. (714) LY 9-4464.

67 HONDA CL-77. Custom seat, oversize tires, 800 mi. other extras. Cost over $900.00. Sell for $700.00 or trade for late BMW, pay difference. (805) Wh 2-8868.

MECHANIC TRIUMPH, YAMAHA

Good hours, modern shop, benefits, must have own tools. Contact: Ted Evans Motorcycles, 13347 W. Washington Blvd., Los Angeles, Calif. 90066. 390-3406 (213).

1966 TRIUMPH $800.00. Lots of extras, dirt or street. 531-9009 (213).

FOR SALE 66 Triumph Cub dirt bike $425.00. AT 2-4770.

2–H/DAVIDSON Tires & Wheels, make offer. NSU basketcase, one 40018 Grasshopper new, & one 30019 plus tube $10. or ? Apache 58 Ford P/U new brakes $500.00. 430-8686 anytime.

1966 RICKMAN METISSE

500cc Triumph engine, Nulton fulks, 3 gallon alloy gas tank, Joe Hunt magneto. All set for the desert. Phone: 474-6858.

SELL OR TRADE: 65 Bultaco 200cc street-dirt. $275 or trade for S-90 dirt bike. Wanted: YLI carb. 714-5645.

TRADE: Cross-over exhaust '64 Honda 305 for regular street pipes, in very good shape. Call 344-8790 anytime.

66 GREEVES MX3B Challenger, excellent condition, $650. (213) 374-4743.

63 MAICO 250cc dirt bike. Top condition, many extras included for $295. (714) 527-7848.

TRADE: Honda 160 speed parts, dragster frame, portable sterio for S90 stuff. R. Tyrell, 1411 Rialto, Apt. "G", Colton, Calif.

1966 BULTACO 250cc Pursang engine, perfect condition $250.00. (714) GY 6-2815.

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66½ BULTACO MATADOR 250cc, like new with extras only 800 miles. Must sell $595.00. Phone: 374-8197.

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TRADE for good Dirt Bike 65 Super Hawk, perfect condition. 783-8640.

HONDA SCRAMBLER ex-J.N. Roberts 350cc super fast & clean. Many mods. including girlings, Bates seat, Torque cams, etc. Whole pile of spares, excellent condition for street or desert $400.00. Phone: 845-2127.

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CASH for Hodaka engine basket case, any condition. (805) 259-4833.

64 MONTESA – 175cc, run strong $225.00. Desert or scrambles, extras, call Bob, TE 5-9872 after 5 p.m.

1966 FORD SUPERVAN, big engine deluxe model, automatic trans., radio, heater, white sidewalls, 14,500 mi. rigged for bikes, good shape, $1,750. Phone: 833-4451.

'62 GREEVES 250cc Motocross, exceptionally clean & strong $385. Phone: 286-8247.

3 RAIL TRAILER, best offer over $40.00. (213) 764-5133 between 12:00 and 6:30 p.m.

New 1967 DOT T T MACHINE, telescopic forks, special gear box, tuned exhaust, new type carburetor $775.00. Van Wyck Enterprises 8841 Brookhurst, Anaheim. 776-3809.

1966 DOT SCRAMBLER, new engine, alloy rims, new tires $500.00. Van Wyck Enterprises 8841 Brookhurst, Anaheim. 776-3809.

DUNLOP ALLOY rims any size $15.00. Van Wyck Enterprises, 8841 Brookhurst, Anaheim 776-3809.

66 GREEVES CHALLENGER, Springer fork, good condition, extras. (213) HE 6-0457.

FOR SALE: '65 Norton desert sled, excellent condition throughout, recently rebuilt engine. Must sell, make offer NE 1-0993.

LOST on Greenhorn, army Field Jacket, 35mm camera in pocket. Reward, call Phil Turgasen, (714) 538-6972.

DICK'S M/C SALVAGE, 9061 E. Artesia Blvd., Bellflower. Phone: 925-9054.

FOR SALE: 1959 Ariel Square 4 engine runs good. Needs paint job. External oil cooler included, Red metallic paint, primer, repair book. $800.00. Can be seen days. David Sternik, 2033 Gail Lane, Anaheim, Calif.

FOR SALE '63 Ducati Diana MK3, set up for streets. Moving, must sell $200. Evenings (213) 662-7760.

TRADE 63 Goldstar for 250cc Greeves, James Dot, Cotton, etc. of equal value and condition. (213) UN 4-0259.

FOR SALE '65' BSA 250cc Scrambler, less than 1900 mi. excellent condition, used mostly street, some trail riding. Must sell $475.00 or best offer. Call (714) 899-1356.

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BULTACO SHERPA 175cc runs good $300. Phone: 925-7012.

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National Number 28 needs a reliable and fast ride for Saturday night TT at Ascot. Satisfaction guaranteed. Call Jim Nicholson at EM 3-1832.

TRADE Tri. 57' 500 desert bike registration and lights for street, new pistons, rings, valves main and rod bearings. Trade for Greeves sq bar 250 preferably set-up for desert. Tom R. Davis, LU 3-8274.

FOR SALE: Matchless G-50 complete, ready for racing, like new. Call Ken Maely (714) 735-0540. P.S. Gunter, spend some money.

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